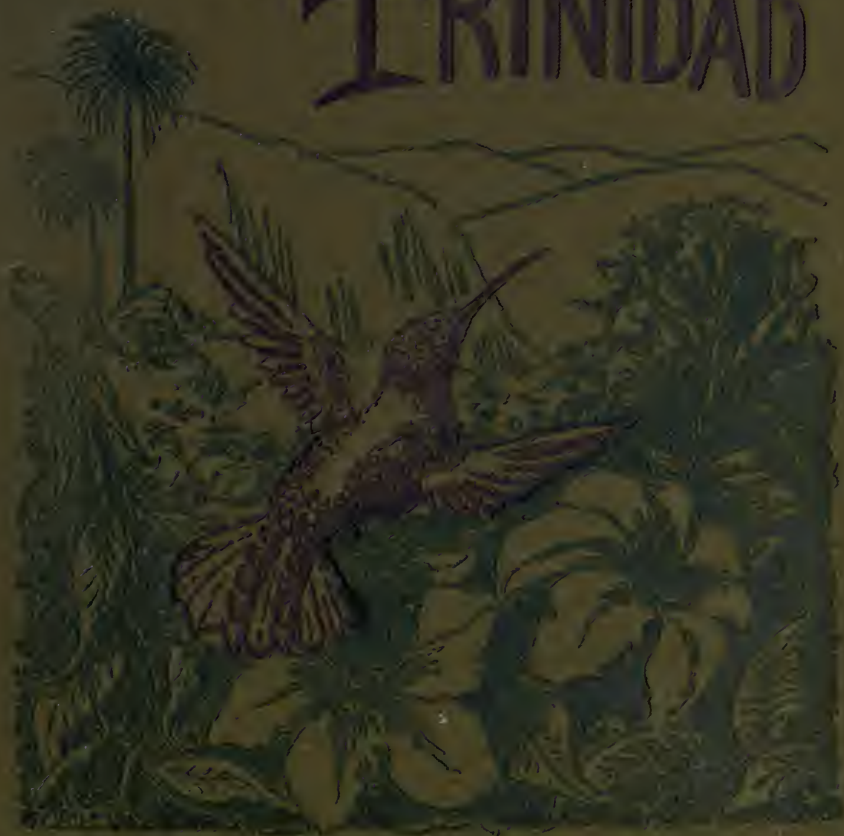


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STARK'S GUIDE & HISTORY OF TRINIDAD





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HARBOR OF PORT-OF-SPAIN.

PREFACE.



MY object in writing this book is to bring to the notice of those unacquainted with Trinidad some of the many attractions to be found there, how to reach the island, its resources and productions, a brief history of its discovery and settlement, thus forming a complete index and guide for visitors and tourists to all points of interest in Trinidad. Some of the chapters were written in Trinidad, amid the beautiful scenes they describe. As for the rest, the author is under obligations to various works from which he obtained much valuable information, especially from "The History of Trinidad," by L. M. Frasier; "A Sketch of the Island of Trinidad," written for the Chicago World's Fair, by Henry J. Clark; and the "Mirror Almanack" of Trinidad, and W. G. MacFarland. The author has also endeavored, by the aid of maps and numerous reproductions of photographs, to present the best illustrated work ever published on Trinidad. The photographs for this purpose were furnished by Felix Morin, W. A. Dunn, L. Placide & Co., and L. F. Sellier.

James H. Stark
Lavin Hill
Boston

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STARK'S GUIDE BOOK

AND

HISTORY OF TRINIDAD.

CHAPTER I.

DISCOVERY AND SETTLEMENT OF THE ISLAND.

Trinidad is best known in the United States in connection with the asphalt used in paving the streets of nearly all the large cities of the country, which is obtained from the Pitch Lake in this island. Its name and location, however, have lately been confounded with that of the small, uninhabited, rocky island of Trinidade, off the coast of Brazil, since the controversy arose between that country and England concerning its ownership.

Trinidad was discovered by Columbus on his third voyage of discovery. It was then he discovered the continent of America without knowing the fact, all his past discoveries having been islands.

This lovely island is situated about 10° north of the equator, between the 61st and 62d degrees, west longitude, in the southern part of the Caribbean Sea. It is only separated from the Venezuelan coast of South America by the Gulf of Paria, and the narrow passages or channels of the Bocas. It is the largest of the British West India Islands,

except Jamaica, being about fifty-five miles long and forty broad, with an area of 1,750 square miles of territory.

DISCOVERY BY COLUMBUS.

Trinity Sunday, in the year 1498, fell on the last day of July. On that day there was not more than one cask of sweet water remaining in each of the six leaky ships of Columbus. The parching heat had opened the seams of his vessels; they were momentarily in danger of sinking: and much need there was to steer to a harbor where they might be careened and recalked, where provisions might be procured and the water-casks might be refilled. The distress of the mariners was pitiful; day after day had passed, and still no land appeared in sight. In his anxiety, the admiral made a vow to name the first country he should discover in honor of the Holy Trinity, if he were shown the blessed land that day.

About mid-day a sailor at the mast-head of the admiral's own ship beheld dimly the summit of three mountains rising above the horizon. On nearer approach Columbus discovered that the three great hills were united at the base, thus figuring to his mind the "Three in One;" he was reminded of his vow, and accordingly gave to the island the name of "La Trinidad," by which it is known until this day. The ships of Columbus entered the Gulf of Paria from the south, passing through the Serpents' Mouths, for so are called the channels between Trinidad and the mainland. Tarrying a few days at the island of the three

mountains, the squadron sailed away through the Dragons' Mouths to the sea again, and Colon continued on his voyage of discovery. Prior to this, the island had borne the Indian name of "Iêre," or land of humming birds. The natives held these little creatures in the greatest veneration, and would on no account allow them to be injured or destroyed.

Since Columbus' day, many sea-faring heroes have entered the Gulf of Paria, but none of them half so grand and famous as the one-armed, one-eyed sailor-man who passed through Boca de Navios, on June 7, 1805, in the frigate Victory, one of a fleet of thirteen sail that had chased twenty-eight French and Spanish war-ships from the Straits of Gibraltar to the Caribbean Sea.

SETTLEMENT BY THE SPANIARDS.

"Had Nelson," says a writer, in prophetic strain, "found the hostile squadron under the lee of Trinidad, the mouths of the Orinoco would now be as famous in naval history as the Delta of the Nile." Not finding his enemies at Trinidad, he sought them at Martinique, whence they retreated like flying-fish before a hunting-shark. He had hoped to fight them where Rodney destroyed the fleet of Count de Grasse; but the allied navy escaped to sea, and so he hunted them back to the Mediterranean, overtook them at Trafalgar, won a hundred monuments, and died, leaving England an all but broken-hearted nation.

For more than thirty years after the discovery of the island, no formal attempt to take possession

of it by force of arms was made by Spain. About the end of that period, Don Antonio Sedeno, then holding the office of Royal Treasurer of Porto Rico, proceeded to Spain, and obtained a license for the conquest of Trinidad, the King at the same time appointing him, by letters patent, Governor and Captain-General of the island.

Returning to Porto Rico, he completed his preparations, and sailed for Trinidad early in the year 1530. On their arrival, Sedeno and his followers were well received by the native Indians, whom he at first treated with consideration and justice, and so for a time all went well. Sedeno improved this short period of peace by building a fort, and otherwise preparing to defend himself and his followers against any treachery on the part of the Indians. From various causes, the Spaniards soon began to be harsh and exacting. This treatment the Indians resented, and on the Spaniards attempting to use force, they became exasperated and fighting began—fighting which lasted all through the period of Sedeno's rule, and continued intermittingly for many years after. Before long, his own followers also became discontented and rebellious, their insubordination amounting sometimes to open rebellion against his authority.

After a precarious occupation of the island for a period of about ten years, during which he experienced many vicissitudes of fortune, being often reduced to great straits and exposed to imminent danger, Sedeno died—poisoned, it is alleged, by a female slave—while on a visit to the neighboring mainland. From the death of Sedeno, in 1540,

little or nothing of an authentic nature is known of the history of Trinidad until the arrival, in 1584, of Don Antonio de Berrio y Oruna, an honest and upright man of great energy and firmness of character. Don Antonio de Berrio, although holding no direct appointment from the Spanish Crown, appears to have considered that he had been specially appointed by the Captain-General of New Grenada (the famous Gonzalo Ximenes de Quesada) to prosecute the search for, and conquest of, the fabled El Dorado. As this was believed to be situated in the province of Guiana, he had ample authority to select Trinidad as the base of his operations. With this object in view, he obtained reinforcements from Margarita and Cumana, and with their aid, succeeded in subduing many of the Indian tribes who had resisted his predecessor, and so secured a tolerably strong footing in the island.

CAPTURED BY SIR WALTER RALEIGH.

Finding that, from its situation on the shore of the Gulf of Paria, the town of Puerto de los Hispanoles (Port-of-Spain) was constantly exposed to attacks from the corsairs who infested the Gulf, he decided to build another town some six miles inland. The site chosen, on rising ground two miles above the junction of the St. Joseph and Caroni rivers, was well adapted for the purpose. To this town De Berrio gave the name of San José de Oruna, making it at the same time the capital, a position which it continued to hold till within a few years of the capture of the island by the British.

For some years previous to this date and for

many years afterwards, owing to the wide-spread opinion that El Dorado, with its golden city of Manoa, was to be found somewhere in the near vicinity of the great river Orinoco, many expeditions in search of this grand prize touched at Trinidad, and it was during the occupation of the island by De Berrio that one of these, commanded by Sir Walter Raleigh, entered the Gulf of Paria. Sir Walter had, in the previous year, sent out Captain Widdhon with the object of obtaining information respecting El Dorado. During his stay in the island, eight of his crew, who had been induced by the Indians to accompany them on a deer hunt, were never again heard of, the Indians alleging that they had been killed by a party of Spanish soldiers posted in ambush. Whatever representations Widdhon may have made to De Berrio, he does not appear to have taken any steps either to discover the murderers of his men or to bring them to punishment. But the sequel will show how soon the avenger appeared on the scene, and how savage and merciless was his retaliation.

Sir Walter Raleigh entered the Gulf on the 22d of March, 1595, and soon after came to anchor off Puerto de los Hispanoles. De Berrio, who had received Captain Widdhon with every show of friendliness, and granted him permission to obtain the water and other supplies he stated he was in need of, extended to Sir Walter a most favorable reception. At the same time, it is evident that he suspected the intentions of the English, for he sent to Margarita and Cumana, asking for immediate reinforcements. Notwithstanding his favorable

reception and his apparent good faith with the Spaniards, Sir Walter entered into secret communication with the Indians, and after obtaining full information as to the route to San José (where De Berrio was then staying), the small number of soldiers in the island, and other matters, he decided to attack De Berrio and his town. Taking advantage of a favorable opportunity, he surprised the guard of Port-of-Spain in the evening, and, having put the soldiers to the sword, he sent forth Captain Colfield with sixty men to attack San José, following, himself soon after with forty more. The town was taken at daybreak, and set on fire at the request of the Indians, De Berrio being made prisoner while fighting bravely at the head of his men.

Sir Walter then returned to Port-of-Spain, bringing with him De Berrio and one of his lieutenants as prisoners. In view of the plea that this otherwise totally unjustifiable attack was made in order to punish the Spaniards for the alleged murder, in the previous year, of the eight men of Widdhon's crew, it is only fair to state that Sir Walter admits himself that the only evidence he had against the Spaniards was that of an Indian Cacique, who was one of their bitterest enemies, and who, at the risk of his life, went on board Raleigh's vessel in order to incite him to attack them. Raleigh doubtless felt the weakness of any plea resting on such evidence, and he therefore fell back on the necessities of his position.

He says : " To depart 400 or 500 miles from my ships, and leave a garrison in my back, interested in the same enterprise, which daily expected

supplies from Spain, I should have savoured very much of an ass." Having, as we have seen, summarily disposed of the "garrison in his back," Raleigh now set out on what was the real object of the expedition, namely, the search for the El Dorado. He took De Berrio with him, doubtless in the hope of obtaining from him valuable information in regard to the wonderful land of gold, in the existence of which they both seem to have had implicit faith. This expedition, like all the others, ended in failure, and Sir Walter with his prisoners returned to Trinidad.

When Sir Walter left the island to return to Europe, De Berrio was released, and again resumed the governorship. Being, however, still firmly bent on the discovery and conquest of El Dorado, he decided to place one of his lieutenants in command of Trinidad, and to take up his residence at San Tome on the mainland, as being a better position from which to prosecute his life-long purpose. After many failures and misfortunes, there he died—disappointed, if not broken-hearted.

The belief in El Dorado, with its golden city of Manoa, does not seem to have been much affected by the failure of Raleigh or the death of the brave but unfortunate De Berrio. Other expeditions followed, and towards the end of 1617 Sir Walter Raleigh again returned to Trinidad. Entering the Gulf by the Serpents' Mouth (Boca de la Sierpe) or southern passage, he brought his ships to anchor under Punta de los Gallos at the southwestern extremity of the island, from which an expedition

under command of Sir Lawrence Keymis was despatched to attack the Spanish town of San Tome. The town was taken by storm after a stubborn resistance, and the expedition ascended the Orinoco, in the hope of finding provisions and discovering gold. Finding neither, they rowed down the river and returned to Trinidad, where Sir Lawrence Keymis was so scornfully received by Raleigh that he committed suicide. With the failure of this expedition and its tragic sequel, the long-continued search for El Dorado may be said to have come to an end, and the whole story of its existence was in a few years relegated to the realm of myths and fables.

Strange though it may appear, this phantom land of golden promise which had been the day-dream of Sir Walter Raleigh and the many other adventurous spirits of the sixteenth century, and which, like a golden "will-o'-the-wisp," had allured so many to endure hardship, danger, and often cruel death in its pursuit, has, in our days, proved to be a reality. The Indians' stories of the lake with the golden sands, on whose banks stood the fabled city of Manoa with its untold stores of gold, and which the Spaniards located in the province of Guiana, have received singular confirmation by the discovery some thirty years ago of the rich and valuable gold mines of Caratal in Venezuelan Guiana, by the subsequent discovery of gold in both Dutch and French Guiana, and again, quite recently, by the discovery in British Guiana of a gold district which promises to equal, if not exceed, the famous Caratal district in its wealth of precious metal.

The history of Trinidad, during the two hundred years that elapsed between the death of De Berrio and its capture by the British, presents few features likely to prove interesting to general readers.

In addition to being successively attacked by the Dutch in 1640, the British under Sir Tobias Bridges in 1672, and the French under Marquis de Maintenon in 1677, the island suffered severely from the frequent raids of roving adventurers, who, although described as buccaneers, were in reality little better than pirates. Although Trinidad as a Spanish colony was so unfortunate, and its population had so dwindled that, in 1773, there were in the whole island only 162 male adults, exclusive of slaves and Indians, and the total revenue was \$221, or less than 48 pounds sterling.

COLONIZED BY THE FRENCH.

In 1778, a French colonist resident in Grenada, M. Roume de St. Laurent, paid a visit to Trinidad, and was so struck with its many and great natural resources, and the extraordinary fertility of its soil, that he decided not only to settle in the island himself, of which he gave an earnest by the immediate purchase of land at Diego Martin, but to do all he could to induce his countrymen and others to follow his example. He drew up a liberal scheme of colonization, which, after many difficulties and delays, was approved by the Court of Spain; and a new Cedula of Colonization was signed at Madrid on the 24th of November, 1783.

This Cedula was brought to Trinidad by one who was destined to be the last of its long line

of Spanish Governors. Don José Maria Chacon, appointed some time previously Governor and Captain General of the island, arrived in September, 1784. He was, to use the words of another, "a man of ability and education, honorable, philanthropic and intelligent, but wanting in decision and strength of mind." He spoke both French and English, and was, in all respects, specially well qualified to carry into execution the scheme of St. Laurent; and he lost no time in doing so. The Cedula, translated into French and English, was published soon after his arrival, and copies circulated in the neighboring English and French colonies.

The real colonization of the island dates from the promulgation of this Cedula, the success of which is shown by the fact that, during the five years, 1784-1789, the population had increased from 1,000 to 10,422. The large majority of these immigrants were of French descent, so that the island, although still a Spanish possession, soon became virtually French in population. A further increase to the French element in the population took place in 1793, due to a considerable immigration from San Domingo, caused by the terrible events that occurred there in June of that year. These new comers, if not all Royalists *pur sang*, were all staunch upholders of Monarchical government. A year or two later, on the capture of the French islands by the British forces, another addition to the French element was caused by the arrival of immigrants from those islands, nearly all of whom were Republicans of the most pronounced character. And thus it happened that a colony

which had never belonged to France became largely peopled by persons of French descent, many of them holding diametrically opposite political views. To this hostility of opinions may be traced much of the turbulence and excitement, and many of the actual disturbances, which marked the closing years of the British rule in the island.

Governor Chacon reorganized the whole administration of the colony. Royal decrees were issued, reducing the duties on various kinds of goods, and making permanent privileges which had been granted for a limited time only. Encouraged by the success of the Cedula, and anxious to promote in every way the welfare and prosperity of the largely increasing numbers over whom he ruled, Governor Chacon was busily engaged in schemes of further advancement and improvement, when he learned of the somewhat sudden but not unexpected approach of that expedition which was to result in the transfer of the island from the Spanish to the British Crown.

CONQUERED BY THE BRITISH.

This expedition consisted of a British fleet of seven ships of the line, and thirteen smaller vessels, under command of Admiral Harvey, having on board General Sir Ralph Abercromby with a land force of nearly 8,000 men. While it must be admitted that Governor Chacon had made no defensive preparations, yet it is not easy to see what defence was possible. To meet the powerful armament of the British, Chacon had under his command barely 500 regular Spanish troops.

It is true that a Spanish squadron of four ships of the line, and a frigate, under command of Admiral Ruiz de Apodaca, was anchored in Chaguaramas Bay; but the crews of these vessels had been greatly reduced by sickness and death. The British fleet entered the Gulf of Paria in the afternoon of the 16th of February, 1797, and took up a position so as to prevent the escape of the Spanish squadron. Admiral Apodaca immediately assembled a Council of War of the captains of the vessels under his command, and it was unanimously agreed that as escape was impossible in the face of so vastly superior a force, the ships should be burned rather than allowed to fall into the hands of the enemy. The crews were landed during the evening, and shortly after midnight the ships were set on fire and burned fiercely until almost daybreak. One line of battle-ship, the *San Damaso*, was captured, the flames having been extinguished by the crews of two of the British ships.

During the forenoon the British troops were landed, and advanced upon Port-of-Spain. The only show of resistance was at a point about two miles outside the town, where a few shots were exchanged with a party of Spanish troops sent out to reconnoitre. The British troops continued their march, and, passing to the north of the town, took up a commanding position on the Laventille hills. At eight o'clock in the evening, Sir Ralph Abercromby sent an officer with a flag of truce to the Spanish headquarters. This officer was instructed to point out the superiority of the British forces and the impossibility of resistance, and to offer

Governor Chacon an honorable capitulation. A conference was held next morning when the terms of surrender were agreed upon, and before the close of the day, 18th of February, 1797, the capitulation was signed, the Spanish troops laid down their arms, and the island became a British possession.

About two months after the capitulation, Sir Ralph Abercromby left the colony, leaving as Governor and Captain-General thereof his aide-de-camp, Lieutenant-Colonel Picton. The responsibilities and difficulties of the position, to which Colonel Picton was thus appointed, were such as would have deterred any man of less firmness of character from accepting it. Not only was the island a conquered country, with a population almost entirely alien, but that population was composed of a motley aggregation of different races and nationalities, divided into hostile sections—all more or less dominated by the strong national antipathies and violent political animosities of the period.

GENERAL PICTON'S RULE.

Such were the people over which Picton was called to rule, and among whom he was instructed "to execute Spanish law as well as he could, and do justice according to his conscience." But Picton was one of those men whom no dangers daunt, and whose energy and determination overcome all difficulties; and, with all that firmness which so marked a feature of his character, he set to work to bring order out of chaos, and to compel respect





for, and obedience to, the existing law—such as it was. Although, like all the military men of the time, a strict and stern disciplinarian, he was nevertheless an energetic and able administrator, and his government of the colony, under most trying and difficult circumstances, during six of the stormiest years of its history, if marked by acts of stern but needed repression and punishment, was also distinguished by great administrative ability. The population of the colony, when he assumed the government in 1797, was 17,643; when he left, in 1803, it had increased to 29,154, while the exports of sugar, then as now, the staple product of the island, had increased from 75,177 cwts. to 142,982 cwts.

To attempt a description, however brief, of the troubles that occurred just before Picton left Trinidad, of his subsequent trial, of his ultimate acquittal, of his heroic bravery during the Peninsular campaign, and of his death on the field of Waterloo, “while gloriously leading his division to a charge with bayonets,” would be to go far beyond the scope of the present sketch. Nor is it possible to do more than notice very briefly the leading events which have marked the administration of the more prominent of Picton’s successors.

During the ten years immediately following Picton’s administration, the colony continued to be governed by military men. At the end of that period, however, the whole aspect of international affairs in Europe had so changed as to permit of, if indeed it did not suggest, some deviation from the strictly military system of government hitherto

existing in the West Indian colonies ; while the condition and circumstances of Trinidad were such as to call for an able and progressive civil administration, rather than a strong military one.

GOVERNOR WOODFORD.

Under these circumstances, the selection of Sir Ralph James Woodford, Baronet, to be the first civilian Governor of the colony, was alike fortunate for it and creditable to the Home Government. Sir Ralph arrived on the 14th of June, 1813, and at once took over the governor from his predecessor, General Monroe. He belonged to a good old English family, was graceful and dignified in person, and, although somewhat haughty in manner, was always accessible and ready to receive all who wished to see him. Young, active and energetic, he accepted nothing at second-hand, but went everywhere, saw everything, and made his own enquiries. In this way he not only obtained a personal knowledge of the different districts of the island and their various wants, but also made himself acquainted with the views and feelings of all classes of the inhabitants. Under his administration the colony underwent a complete transformation. By his own exemplary life and character, as well as by precept and counsel, he did much to raise the social and moral tone of the community. He brought all schools under Government supervision and control, and issued a code of "Rules for Schools" which, for conciseness and brevity as well as in several other particulars, might well serve as a model for the educationists of the present

day. He encouraged agriculture, stimulated commerce, and greatly improved both the internal and external means of communication. It is to his taste and foresight that Port-of-Spain owes the width and regularity of its streets as well as its two beautiful squares. He laid the foundation stones of the Roman Catholic Cathedral, the Anglican (Trinity) Cathedral, and the Roman Catholic Church of St. Joseph, all of which he had the satisfaction of seeing completed during his term of government. It is to him also that the colony is indebted for the formation of the Botanic Gardens at St. Ann's—now considered one of the sights of the colony.

There is one fact connected with the period of Sir Ralph Woodford's government that, perhaps more than any other, shows the progressive spirit that animated him, viz.: the formation, in 1817, of the "Trinidad Steamboat Company." The company was stated to be "under the patronage of His Excellency the Governor and the illustrious Board of Cabildo," and both the Board and His Excellency became shareholders. Although to a large extent a commercial venture—all the principal merchantile firms being shareholders—yet, to the encouragement and support of Sir Ralph, is due, in great measure, the ultimate success of the undertaking, resulting as it did in the building of the steamer Woodford, which began to ply between Port-of-Spain and San Fernando on the 20th of December, 1818. This fact is all the more noteworthy, seeing that not only was the Woodford the first steamer to ply in West Indian waters,

but that her first trip in the Gulf of Paria was made only six years after Henry Bell's Comet had begun to ply on the Clyde, and within three years of the first appearance of a steamer on the Thames.

Sir Ralph Woodford left for England, on sick leave, in April, 1828, but did not reach his destination, having died at sea on the 16th of May.

LORD HARRIS' RULE.

Eighteen years afterwards, on the 22d of May, 1846, Lord Harris arrived as Governor of the colony. During these eighteen years, the emancipation of the slaves throughout the British West Indian colonies had taken place, an event which, as is well known, was followed by an immediate scarcity of labor and a consequent depression in the sugar industry throughout these colonies. Trinidad, owing to the comparatively small number of its laboring population, and to the almost unlimited field for squatting afforded by its thousands of acres of virgin soil, suffered more severely than any of the neighboring islands from the effects of this want of labor.

It was indeed fortunate for Trinidad that at such a time the government had been intrusted to one whose great ability was more than equal to the situation—critical and well-nigh desperate though it was—whose confidence in the great natural resources and wonderful capabilities of the colony never wavered, and whose high position, as a peer of the realm, gave such weight to his opinions as to make them almost invariably all-powerful at the Colonial Office. Lord Harris, as has already



PRIVATE RESIDENCE.

been seen, fully realized the critical position of affairs; and, although the remedy proposed by him—Indian immigration—had been suggested many years previously, and had actually been commenced before his arrival, still it is to his persistent efforts that the colony owes the inauguration of that improved system of Indian immigration, which, with the modifications suggested by later experience, has been continued up to the present time.

A system which involved the transport of immigrants from such a distance was naturally a costly one, particularly at the outset, and it was only by Lord Harris' all-powerful advocacy and the unflagging zeal of the then Attorney-General, the late Charles William Warner, that the difficult task of providing ways and means to carry out the scheme was at length successfully accomplished. Whatever differences of opinion may now exist in regard to the further continuation of Indian immigration, there can be no doubt as to the necessity which called it into existence, or the undoubted benefit it has proved to the colony.

It is not, however, in connection with immigration alone that Lord Harris will always be remembered as one of Trinidad's best and ablest Governors. He left many other mementos of the deep interest he took in the material and moral welfare of the colony, and of the marked ability and success of his administration of its affairs during seven years of great depression, commercial as well as agricultural. He was the first to introduce an organized system of primary education.

It is to Lord Harris that the colony owes the introduction of municipal institutions similar to those existing in the mother country, as well as the division of the island into counties, ward unions, and wards, and the inauguration of the ward system of local government, under which each ward raised its own revenue by levying rates, etc., while the expenditure was controlled by a Board of Auditors elected annually by the rate-payers. The ward system has since undergone many and sweeping changes, and, as at present existing, can scarcely be said to be more than a shadow of its former self, or of local government, properly so called.

GOVERNOR HAMILTON.

Thirteen years after Lord Harris had left the colony, Sir Arthur Hamilton Gordon, then Governor of New Brunswick, was appointed to the governorship of Trinidad. Sir Arthur arrived in the colony on the 9th of November, 1866, and although his administration was a short one, lasting only till June, 1870, it was one of great activity and marked progress. Of the many important measures introduced during his administration, the one by which, more than any other, his name is inseparably linked with the history of Trinidad, is the Crown Lands' Ordinance, passed in October, 1868. By this enactment he threw open the Crown lands of the colony, the natural result of which was the increase both of revenue and cultivation—an increase which, with all its other benefits, both to the Government and the people, has been

more or less steadily maintained ever since. Although this measure was strongly opposed at the time, still such have been the wonderful results accruing from it, that even its bitterest opponents now readily admit the greater wisdom and clearer foresight that induced Sir Arthur to carry it through in the face of much opposition.

Of Sir Arthur's numerous successors, the majority held office for short periods only, the two longest administrations having been those of Sir Henry Turner Irving (1874-1880) and Sir William Robinson (1885-1891). The former remodelled and improved several branches of the Public Service, established the Volunteer Force, and further amended the system of primary education, first introduced by Lord Harris, and subsequently amended by Sir Arthur Gordon. The latter took a marked interest in the development of the agricultural resources of the colony, established District Agricultural Boards with a Central Board meeting in Port-of-Spain, and by exhibitions, prizes, and other means, endeavored to stimulate agriculture generally, and to encourage the cultivation of a greater variety of products. He established a fortnightly steam service round the island, thereby greatly facilitating communication with the outlying districts. Sir William must also be credited with largely increasing the revenue, and that without any addition to the burdens of the tax-payers; for, notwithstanding the wide differences of opinion that exist as to his policy in regard to the Pitch Lake, the fact remains, that when he assumed the government, in 1885, the total annual

revenue derived from that valuable Crown property was only 1,574 pounds ; whereas, when he left the colony, in 1891, it was no less than 31,988 ; while in the past year (1892) it amounted to 37,232 pounds, or within 434 pounds of the total charge, on account of the public debt. The granting of "The Concession," under which this large revenue has accrued, was as bitterly opposed as Sir Arthur Gordon's Crown Lands' Ordinance ; but it is more than probable that, in this case also, the results will, before long, bring home conviction even to the fiercest of the anti-monopolists.

Sir Frederick Napier Broome assumed the government of this island on the 19th of August, 1891. He has shown himself intimately acquainted with the future development of the colony ; his views and opinions were equally as liberal as those of his predecessors. He has endeavored in every way to induce an "increasing occupation of the island," by the extension of the railway service, and other means.

CHAPTER II.

HOW TO REACH TRINIDAD ; COST OF LIVING,
CONVEYANCES, ETC.

One of the first questions that will arise to a person intending to go to Trinidad is, How shall we get there—what are the ways and means of reaching the island? We will, therefore, give a statement with regard to the different line of steamers that run with more or less regularity to Trinidad, from Europe and America.

STEAMSHIP LINES.

The most direct line from the United States is the "Trinidad Line," from New York to Trinidad and Grenada. There is also from New York the Quebec Steamship Co. and the Royal Dutch West India Mail. From the Dominion of Canada there is Pickford and Black's Line, sailing from Halifax via Burmuda and the Caribbee Islands.

There are more steamers from Europe than from America. There is the Royal Mail Steam Packet Company, sailing from Southampton via Barbador, St. Lucia and Grenada. The "London Direct" Line, sailing from London, calling at Dartmouth for passengers. West India and Pacific Steamship Company, sailing from Liverpool; Harrison Line, also from Liverpool; Clyde Steamship Company, from Glasgow direct to Trinidad. From France



is the "Compagnie Generale Transatlantique," sailing from St. Nazaire, Havre, Bordeaux, and Marseilles, via Martinique, St. Lucia, and South American ports.

Single fare from United States and Canada \$60 and upwards, return \$100 and more according to steamer and location of room. From Europe single fare is \$100, and return \$175 and upwards. For further information the intending tourist will consult the advertisements in the back part of this book, or write to the steamship companies.

CURRENT MONEY.

Travellers before leaving England or the States should obtain a letter of credit, which can be drawn on at all the West Indian branches of the Colonial Bank. This will be advisable, as each British colony has its own notes, which are not, as a rule, cashed at par except in that particular colony. English gold and Bank of England notes are acceptable at par everywhere. American gold is at 2 per cent. discount, and bank notes can be passed only at a great discount.

CONVEYANCE.

If a person intends to make a stay of two or three months, it would be well to purchase a second-hand buggy and harness before starting. In the fall of the year they can be obtained very cheap, and the freight and duty on same are not high. If they are bought right the owner can sell them for twice as much as they cost. A pony can be bought for \$100, and if he is well

taken care of he will do good service and will fetch a fair price when sold. Carriage hire is very costly in Trinidad, \$5 being charged for an ordinary drive, and unless you own your outfit you will be hampered at every movement, and will have to hire or borrow continually if you intend to see all there is to be seen in Trinidad. Most of the private houses of any size are provided with stabling. The following are the

CAB REGULATIONS, PORT-OF-SPAIN.

Fares to be paid for any Hackney Carriage hired in Port-of-Spain, or within one mile thereof.

FARES BY DISTANCE.

For any distance not exceeding one mile, one shilling; and for every quarter of a mile beyond, three pence. Between 8 P.M. and 6 A.M. the charges are half as much more.

FARES BY TIME.

For any time not exceeding one hour, four shillings; and for every subsequent quarter of an hour, nine pence. Between 8 P.M. and 6 A.M. the charge is four shillings for the first hour, and one shilling for every subsequent quarter of an hour.

Fares to be paid according to distance or time, at the option of the hirer, expressed at the commencement of the hiring; if not otherwise expressed, the fare to be paid by distance. Provided that no driver shall be compelled to hire his carriage for a time fare between the hours of



QUEEN'S PARK HOTEL.

8 P.M. and 6 A.M. When more than two persons shall be carried inside a carriage drawn by one horse only, a sixpence extra is charged for each person above the number. Two children under ten years shall be considered as one adult. When more than two persons are carried inside a hackney carriage with more luggage than can be taken inside, four pence extra must be paid for each package carried outside. Any agreement to pay more than the legal fare is not binding, and sums paid beyond the usual fare may be recovered.

The driver may not charge more than the sum agreed upon. A driver is bound under penalty to keep any engagement he may make, but he may demand a reasonable sum as a deposit from hirers requiring him to wait, over the fare to which he is entitled, and is subject to penalty if he refuse to wait, or if he go away before the expiry of the time for which the deposit shall be sufficient compensation, or if he refuse to account for such deposit. If the hirer refuse to pay the fare, or for any damage, or any compensation for loss of time, he may be committed to prison. The number of every carriage, and the number of persons to be carried therein, is to be marked on each carriage; and the driver shall, if required by hirer, carry this number of persons, or any less number. No driver shall demand or receive any sum by way of back fare for the return of the carriage from the place where discharged. When the driver, to be paid according to distance, shall be required by the hirer to stop for fifteen minutes, or for any longer time, he may

demand a further sum of six pence for every fifteen minutes that he shall have been stopped.

HOTEL AND BOARDING-HOUSES.

Formerly Trinidad was very badly supplied with hotels, so that travellers hesitated to come here when not actually compelled by business. There has, however, been a great change in this respect. The Queen Park Hotel, opposite the Savanna, built in 1893, is one of the very best hotels in the West Indies. It contains all the modern conveniences; the situation is delightful and the charge reasonable — from \$2 to \$3 per day. There is also the "Ice House," in King street, and the comfortable Family Hotel adjoining it, and the American Hotel, a spacious building opposite the post-office, in Vincent street. There are some very respectable boarding-houses, where a lady or gentleman may obtain lower rates, but of course the style of living and the surroundings are more homely. Most of the best hotels have the telephone attached, are furnished with excellent baths, and all conveniences and comforts which tend to make life easy. The cost of living in Trinidad is about the same as in the other British West Indian Islands. Servants' wages are somewhat higher than in Barbados; as a rule the domestics find their own food. Cooks' wages are \$6 to \$8 per month; female butler \$5 to \$8; and if a male \$3 more; groom \$10 to \$12. A pleasant six-roomed house in town costs about \$30 a month. Rents vary from \$30 to \$60, according to size of house.

COSTS OF TRAVELLING.

At a cost of \$150, visitors can visit St. Thomas, Santa Cruz, Antigua, St. Kitts, Martinique, Dominica, Guadeloupe, St. Lucia, Barbados, Demerara, Trinidad, and other islands, besides having ample time at his disposal to make a trip up the Orinoco.

For four months, during our severest winter weather, he can wander among these islands, living on board of steamers all the time, costing about the same as staying at a hotel, only paying extra when he goes on shore; and coming home, after evading at least one winter, at a cost somewhat less than \$2.50 per day; while his mind will be opened and his intelligence improved by the sight of wonders, all the descriptions of which fail to give an idea of their brilliancy and beauty. Go, then, you who are in pursuit of pleasure, health, or game, and on your return you will never regret having taken the advice here given.



CHAPTER III.

PORT-OF-SPAIN.

Port-of-Spain, the capital of Trinidad, is pleasantly situated on a semicircular and almost level plain, at the north-east corner of the Gulf of Paria.

It is admittedly one of the finest cities in the West Indies, but the level nature of its site prevents it from being seen to any advantage from the harbor, while, owing to the large number of trees in the various squares and around the houses, the view from the neighboring hills shows more of the foliage by which it is everywhere shaded than of the city itself.

GREAT FIRE OF 1808.

On the 24th of March, 1808, the then existing town, said to have been the second in point of size in the British West Indies, was almost completely destroyed by fire. With the exception of a few stone buildings covered with tiles, all the houses were built of wood and covered with shingles or thatch. Under such circumstances, and occurring as it did in the middle of the dry season, it is not surprising that the conflagration was as rapid as it was widespread. All the public buildings, nearly all the stores, and four hundred



PORT-OF-SPAIN.

and thirty-five dwelling-houses were, in a few hours, reduced to smoking ruins. Thousands were utterly ruined, and hundreds reduced to absolute beggary. Nearly five thousand persons were rendered homeless, and, to add to the misery of the situation, a second and still more appalling calamity threatened to follow on the heels of the first. The entire stock of American and other provisions, on which the people mainly depended for food, having been consumed in the general conflagration, famine stared them in the face. This terrible sequel to the burning of the town was, however, prevented by the prompt, if somewhat high-handed, action of the Admiral on the station, who, in obedience to the dictates of humanity, which he evidently considered a higher authority than that of "My Lords," gave orders to the captains of his cruisers to board all vessels arriving in West Indian waters and oblige those loaded with provisions to proceed to Trinidad, without regard to their original port of destination. Other and immediate assistance came from different quarters. Vessels had been despatched to the neighboring colonies to purchase provisions, and these soon returned bringing not only the much-needed supplies of food, but also liberal gifts both of money and provisions for the relief of the poorer sufferers. Parliament voted 50,000 pounds, the Governor, Brigadier-General Hislop, gave 1,000 pounds, and General Picton nobly contributed 4,000 pounds—a sum which had been presented to him by the colonists in token of their appreciation and approval of his admin-

istration. This latter sum was declined. One result of this dire calamity was the enactment of a law forbidding the erection or covering of buildings with inflammable material.

To the enactment above referred to, and to the good taste, energy, and personal care and attention of Sir Ralph Woodford, the Port-of-Spain of today is indebted for its proud position among West Indian cities.

GREAT FIRE OF 1895.

On Monday, March 4, 1895, Port-of-Spain was again visited with a destructive conflagration which destroyed two and a half million dollars' worth of property in the very heart of the business portion of the city. At half-past four o'clock in the afternoon, when the stores were all closed to allow the clerks to see a cricket match being played on the Queen's Park Savanna, between all Trinidad and an English eleven, flames burst out in the store of Messrs. James Todd & Son (the Trinidad Arcade) on Frederick street, and quickly the whole structure was wrapped in flames. A strong easterly wind fanned the fire, and the darting tongues of flame leaped high, sending out showers of sparks which caught the adjoining buildings. The flames spread with lightning rapidity up and down Frederick street on both sides, and attacking Queen, King, Chacon, and Henry streets. The spacious stores filled with the finest wares from every quarter of the globe were laid low, and splendid blocks of buildings filled with thousands of pounds' worth of goods

were in the twinkling of an eye nothing but ashes.

The local fire-brigade was small and inefficient, and they had only a small hand-engine. They could do nothing to stay the onward rush of the destroyer. Moreover the crowd that had collected choked the streets and prevented them from working to advantage. Then came unexpected help. An English and three American ships of war happened to be in the harbor, and these sent men ashore to help save the town. From H.M.S. "Buzzard" came 50 blue-jackets, and from the United States cruisers came 200 sailors and 50 marines under command of Lieutenant-Commander Swift, Lieutenant Roper, of the "New York," Lieutenant Webb, of the "Cincinnati," and Lieutenant Boyer, of the "Raleigh." Where discipline had previously been lacking, these men, with their admirable naval training, restored order, and effective and concentrated work was done. The marines in a trice had driven away the crowd, while the sailors set to work to attack the flames from five different points. There seemed to be very little water available, and so buildings had to be destroyed. They were either torn down, or blown up with explosive powder and gun cotton. Their efforts were aided by the wind changing, and after a time the fire was held in check, but not until the two most important blocks in the city had been laid waste. At 10.30 P.M. the fire was gotten under sufficient control to allow the naval men to return to their ships.

The fire was a magnificent sight. The flames illuminated the heavens for many miles around, and buildings went down like packs of cards. What the origin of the fire was has never been ascertained. It is a mystery, and a mystery it will likely remain.

There is no doubt that it was due to the naval men that the whole city was saved from destruction. The "Port-of-Spain Gazette," the chief exponent of public opinion, thus speaks of their work: "The men did splendid service, and it is due to them that the conflagration did not devastate ten times the area it did." His Excellency the Governor, Sir Frederick Napier Broome, addressed letters to Commander Farquharson, R.N., of H.M.S. "Buzzard," Rear Admiral R. W. Meade, commanding U.S. Naval Force, North Atlantic Station, expressing his acknowledgments of the services rendered. In the latter letter he spoke as follows: "The large body of men which you sent ashore, under Lieutenant-Commander Swift and other officers, worked most gallantly and admirably in situations often of considerable danger, and it is greatly owing to their indefatigable exertions that the fire was not more extensive than it was, and that much valuable property was saved. It will be my pleasing duty to report in this sense to Her Majesty's Government."

Though there was such a large amount of destruction done by the fire, and the merchants of the city sustained heavy losses, it is gratifying to know that none of the poor quarters of the



COLONIAL HOSPITAL.

city were burned, nor was there that consequent misery and starvation which so frequently follow such large conflagrations. There was about 350,000 pounds' worth of insurance upon the buildings and stocks destroyed, and the merchants were in a pretty fair position to rebuild.

Since this fire a new style of architecture has been adopted, a steam fire-engine procured, and the fire brigade trained to greater efficiency; and though there were in 1896 two big fires on Frederick street, they were not allowed to spread in either case beyond the walls of a single building.

NEW BUILDINGS.

As a consequence of the fire, a new and much more handsome Frederick street has arisen, and the wealth that was there before the fire has very materially increased. Port-of-Spain can boast of handsome public buildings, and it can also boast of emporiums of commerce that would do credit to a European or American metropolis. On both sides of Frederick street, and facing Marine square, are the ornate glass fronts of spacious departmental stores, with shelves lined with staple goods in all lines of merchandise, and with the latest novelties that make their appearance in the old or new world. And the competition between these merchants is so keen that prices are as low as they are anywhere in the world. New blood is always coming into the business life of Trinidad, and the colony is in close touch with all parts of the globe, and readily assimilates to itself new ideas. The colonists are always on the

move, frequently going "home," as they term a trip to Europe, to get the latest tips in their various lines of business.

The architecture of these large bazaars is worthy of a special description, for it is pretty, substantial, light and airy, and fairly fire-proof. They are iron-framed buildings, with stone and concrete outside walls, and are two-storied, with what are called lantern roofs of iron and glass. The first story is one immense compartment, and the second is really a gallery with a broad well, through which the light, shining through the blue glazing of the lantern roof, sheds a soft radiance over the whole store. The second story and the roof are supported by ornamental iron columns capped with Corinthian or composite capitals. The fronts are decorated with large plate-glass windows, overshadowed by light iron galleries, and as these extend in one long line down the whole length of Frederick street on both sides, it gives the thoroughfare a handsome appearance. Plate-glass fronts, iron galleries, and lantern roofs succeeding one another make the *tout ensemble* most harmonious.

These stores are conducted on the same lines as metropolitan establishments. Messrs. Smith Bros. have, for instance, four stores (the Bonanza, Golden Boot, etc.), wherein they sell dry goods, men's furnishings, household goods, boots and shoes, hardware, furniture, etc., both wholesale and retail. The Caledonian House (Goodwille & Stephens), the Public Supply Store (Miller Bros.), Wilson & Co. and Wilson, Son, & Co.,

BRUNSWICK SQUARE.



the Trinidad Arcade (James Todd & Son), the Bon Marche (I. Pereira & Sons), and Glendinning & Hendy are all large establishments employing large staffs of clerks, and doing a big business in supplying the wants not only of the colony, but also, to some extent, of the neighboring republic of Venezuela.

The merchants of Port-of-Spain are aggressive men of business, and their activity and push would not suffer by comparison with that of those in larger spheres. Moreover, any one who thinks that Trinidad is a place where the most you do is to try and kill time, and where the people go in for siestas lasting about three hours in the middle of the day, should disabuse himself of that idea at once. You have only to see the way they boom cheap sales and resort to the latest advertising devices, the way in which the clerks hustle from seven in the morning to five at night, taking a quarter of an hour at noon for breakfast in a room provided for the purpose in the store, to know that Trinidad people have considerable "goaheaditiveness."

STREETS AND SQUARES.

Arriving in the colony when the new town was just beginning to rise on the ruins of the old after the fire of 1808, Sir Ralph Woodford threw his whole heart into the work of laying out streets, regulating buildings, reserving open spaces, — in a word, doing all he possibly could to assure not only the safety and symmetry of the new town, but also the comfort and health

of its inhabitants. To him, as has already been stated, Port-of-Spain owes not only the width and regularity of its streets, — most of them being from thirty to forty-five feet, and all running either due north and south or due east and west, thus intersecting each other at right angles, — but also its two great “lungs” or “breathing spaces,” Marine square and Brunswick square. The former, an avenue or walk rather than a square, is situated in the northern part of the city, extending across its entire breadth from the St. Vincent’s wharf to the Dry river. This beautiful avenue is about a hundred feet wide, and is shaded by rows of noble forest-trees planted on either side. The latter, a “true” square, but smaller in size, is a cool and shady spot near the centre of the city. It was formerly known as the “Place d’Armes,” but this, it is said, was a popular corruption of a still older designation — “Place des Ames,” a name it received from having been the scene of a sanguinary encounter between two tribes of Indians. In the middle of this square is a handsome bronze fountain, the gift of the late Gregor Turnbull, a well-known merchant and estate proprietor, long connected with the colony. These old-established squares are not, however, the only “lungs” of the city; there are several other squares of more recent formation, while to the north is the beautiful park known as “The Savanna” or “Queen’s park,” and containing over two hundred acres of almost level pasture or meadow-land, enriched by a belt of large



ENTRANCE TO GOVERNOR'S RESIDENCE.

umbrageous trees, — a home-park which royalty itself might envy, and which Kingsley describes as “a public park and race ground such as neither London nor Paris can boast.”

GOVERNOR'S RESIDENCE. BOTANICAL GARDENS.

On the other side of this beautiful park, and only separated from it by the road or drive that encircles it, are the Governor's residence (St. Anne's) and the Botanical Gardens.

The residence — a palace on a small scale — was erected in 1875, on the Indian model, from designs by Mr. Ferguson. It is built of dressed native limestone, and cost between 40,000 and 50,000 pounds. It has a fine entrance with a lofty hall, from which the grand staircase leads to the upper story, occupied by the Governor's private apartments.

On the lower floor are the large and splendid reception-room and drawing-room, as also dining-room, billiard-room, etc. The Botanical Gardens, which have justly become one of the sights of Trinidad, were established during the administration of Sir Ralph Woodford, *circa* 1818–1820, under the direction of Mr. D. Lockhart. In 1846 Mr. Lockhart was succeeded by Mr. Purdie, under whose direction, and with the ever-ready aid and encouragement of Lord Harris, the Gardens were greatly improved and their area considerably extended. Mr. Purdie died in 1857, and was buried in the lovely “God's acre” within the grounds, now known as “The Cemetery.” His successors were Dr. Herman Cruger, 1857

to 1864, and Mr. Henry Prestoe, 1864 to 1886, both of whom did much to increase the reputation of the Gardens. The present superintendent, Mr. J. H. Hart, F.L.S., formerly of Jamaica, was appointed in March, 1887.

While it is quite true that none but a botanist can fully realize all the riches of the world of plant-life represented in these Gardens, yet to every lover of nature, whether versed or unversed in botanical science, they present an endless succession of new and beautiful forms, ranging from the most delicate mosses and tiny film-ferns to the stately palms and giant forest-trees, a field for contemplation and study as wide as it is wonderful. Even the visitor blind to all the charms of nature—and “if such there be, go mark him well”—cannot fail to derive pleasure from an early morning ramble through these Gardens, their shady walks and groves being, especially at that time, deliciously cool, while the air is made fragrant by the perfume of flower and blossom, and the morning breeze is laden with the aroma from the nutmeg and other spice trees.

Among some of the more striking features of the Gardens may be noticed several specimens of the *Amherstia nobilis*, the tallest, nearly 50 feet high, being annually covered with numbers of its peculiar and beautiful flowers; the Poui trees, *Tecoma serratifolia* and *Texoma spectabilis*, perhaps the most striking of the forest giants, their towering stems carrying, when in flower, what looks like one huge bouquet of golden-yellow flowers; the Traveller's tree, *Urania speciosa*,—



GOVERNOR'S RESIDENCE.

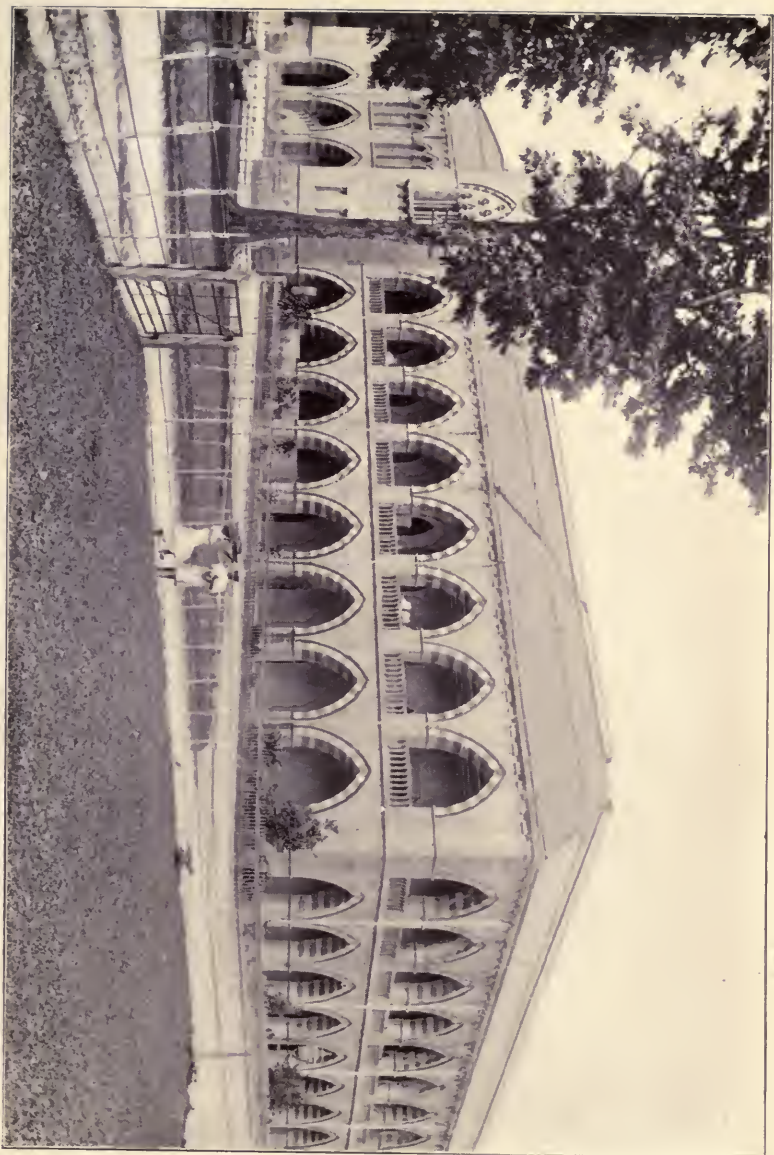
known as the *Ravenala Madagascarensis*, — with its graceful crown of plantain-like leaves growing in a fan shape at the top of a lofty trunk 35 to 40 feet high ; the Brazil-nut tree, *Bertholetia excelsa*, which fruits prolifically every year, each shell or large nut containing ten to twenty seeds — the Brazil nut of commerce ; the Leopard-wood tree, *Brosinum Guianensis*, from the heart-wood of which are made the pretty walking-sticks of that name ; the Cannon-ball tree, *Couroupita Guianensis*, so graphically described by Kingsley ; the tall, smooth white-barked *Pithecolobium filiciflum* and many splendid Samans, *Pithecolobium saman*, the latter producing extremely sweet pods much relished by cattle. Among the palms may be noted the Palmyra palm, *Borassus Flabelliformis* ; a noble specimen of the *Corypha Elata* ; the Talipot palm, *Corypha umbracilifera* ; and several fine specimens of Date palms.

Some of what may be familiarly described as the “climbers and twiners” are both interesting and beautiful ; one of them, known by the children visiting the Gardens as “the swing,” is deserving of special notice. It is thus described by Mr. Hart in his report for 1888 : “A special feature in the Pleasure Grounds, and one much admired by visitors, is the large plant of *Anodendron paniculatum*, A.D.C., one of the *Apocynacea*, one part of which forms a natural swing, and the other produces numerous strands, twisted in the same manner, and quite as large as a ship’s cable. The plant rests upon a large Mora tree, *Mora excelsa*, some 40 feet in height,

among the topmost branches of which it produces annually its panicles of greenish flowers."

There is one view in the Gardens which no visitor should miss. Near the centre of the grounds is an eminence about 30 feet in height, on the top of which is a cosy kiosk or summer-house — if such a term may be used in this land of never-ending summer; and although the hill is a little steep, yet the view from this quiet and beautiful spot amply repays the climb. Behind tower the densely wooded hills 1,000 feet high; below lie the beautiful Gardens, or rather such glimpses of them as can be seen through the dense mass of green foliage formed by the tree-tops; while directly in front the beautiful savanna, with its wide extent of greensward and its many noble trees, stretches away till it meets the outlines of the city in the distance — the outlines only, for little else save the church-spires and the house-tops stands out clear among the mass of foliage; to the east the view is closed by another spur of the northern hills, its slopes wooded to the very peak, while to the west the eye rests on a scene that is as picturesque as it is impressive.

In the foreground is the St. Clair pasture and the Rifle Range, another green strip of meadowland, while beyond are seen the deep-blue waters of the ever-placid Gulf of Paria, the beautiful "Five Islands," looking like green specks on the blue expanse, and far away mid the mist on the western horizon the shadowy outlines of the Venezuelan mountains. The view is indeed



POLICE BARRACK.

a lovely one, and while the eye is now and then attracted for a moment to the white wings of some passing vessel or the smoke-curles of some steamer swiftly gliding across the bit of blue, yet it quickly returns to scan, with ever-increasing delight, the beautiful landscape in all its peaceful glory, and those lovely islets that form so charming a feature in the picture.

PUBLIC BUILDINGS.

Although the city possesses a large number of public buildings, yet only a few of them have any pretensions to architectural style or beauty.

Preëminent among these few are the Roman Catholic Cathedral, situated at the eastern end of Marine square, and the Anglican Cathedral (formerly Trinity Church), to the south of Brunswick square, both of which are really fine buildings and reflect great credit on the architect, Mr. P. Reinagle, from whose designs and under whose personal superintendence they were both built. The Colonial Hospital, designed by Mr. Samuel, a native of the island, although of quite a different style of architecture, is an equally fine building. The Police Barracks, a more recent erection, in the Italian Gothic style, and built of native limestone, is a massive and imposing structure. Among the other public buildings of more or less elegant design, there is one deserving of particular mention, the beautiful Roman Catholic church known as "The Church of the Sacred Heart." It is built in the early English Gothic style, and the most perfect symmetry and harmony

are preserved in every detail of the structure, as well as in all the internal fittings and decorations.

It is undoubtedly one of the most elegant and artistic of the churches of Port-of-Spain, of which, it may perhaps be well to add, there are quite a number. The city proper — that is, within the municipal metes and bounds as laid down some forty years ago — contains about 35,000 inhabitants ; but taking in the eastern and western suburbs, which lie just outside the city limits, and are included within its bounds as defined by the new Municipal Ordinance, the population is between 45,000 and 50,000. The city is well supplied with water of excellent quality from two reservoirs, the larger one situated in the Maraval valley as already mentioned, and the smaller in the St. Anne's valley.

The principal places of business, the bank, the stores, and all the larger shops, as well as the government offices, the law courts, the post-office, town hall, public library, etc., are situated in the southern part of the city. The merchants, officials, and leading citizens generally, reside in the northern part of the city or in the suburbs, so that on Sundays, and after business hours on week-days, the southern part of the city is almost as quiet and deserted as the "city" part of London.

Many of the villa residences in the town and suburbs are models of tasteful architecture, and are made still more attractive by the trees, shrubs, and flowers amidst which they are all but hidden from view.



ROMAN CATHOLIC CATHEDRAL, MARINE SQUARE.

BOROUGH COUNCIL.

For municipal purposes the town is divided into five wards, each electing three councillors, who form the council, formerly called the town council, but since 1853 the borough council. The mayor is elected by the councillors, one-third of whom retire annually. The qualification for electors is the occupancy of a house rated at a rental of not less than twenty pounds, while that of a councillor is ownership of real property assessed on an annual value of fifty pounds, or tenancy of property assessed on an annual rental of seventy-five pounds sterling. The annual rental value of the house property within borough bounds, according to the assessment of 1892, was 161,985 pounds, but this is exclusive of all public buildings, churches, and schools. The municipal revenue for 1892 amounted to 17,039 pounds, while the expenditure, including that from loans, was 28,331 pounds. The debenture debt of the city on 31st of December, 1892, amounted to 40,933 pounds. The care of the streets, of which there are over thirty miles within the borough bounds, is one of the heaviest items of municipal expenditure, especially in the wet season, when the heavy rains wash away the road metal to an enormous extent. The streets are, however, well looked after and kept in excellent order, any damage being quickly repaired.

There are three public markets, — the Eastern, Western, and Southern Markets, — all the property of the municipality, which, in addition to

other city property, is also the owner of "The Cocal" at Mayaro, — the finest cocoanut estate in the island, — and of the small islands of Monos, Huevos, Chacachacare, and Patos.

PUBLIC LIBRARY, VICTORIA INSTITUTE AND
MUSEUM.

Among the local institutions of Port-of-Spain are the Public Library and the Victoria Institute and Museum. The former was founded in 1851 under the administration of Lord Harris, and contains about 20,000 volumes. It is under the management of fifteen members, of whom six are nominated by His Excellency the Governor and two by the Borough Council of Port-of-Spain, the other members being elected annually by the subscribers. It is supported by an annual grant of 400 pounds from the Colonial Government, one of 100 pounds from the Borough Council of Port-of-Spain, and the subscriptions of members, which in 1892 amounted to 152 pounds. The subscription is 12 shillings per annum, payable in advance, yearly, quarterly, or monthly. There is a free reading-room connected with the institution well supplied with journals and periodicals — English, American, French, and West Indian. The Library is open daily from 8 A.M. to 9 P.M., and strangers visiting the colony will meet with every attention from the courteous secretary and librarian. Miss M. L. Woodlock.

The Victoria Institute and Museum, founded in commemoration of Her Majesty's Jubilee, was



TRINITY CHURCH.

opened on 17th September, 1892. It contains the nucleus of what will no doubt in time become a museum worthy of the colony. Among some of its more interesting contents are a fine collection of stuffed birds, representative of the ornithology of the island, presented to the colony by the late Dr. Leotaud; a very fine and valuable collection of shells, the gift of the widow of the late Robert William Keate, who was governor of the colony from 1857 to 1864; an interesting collection of reptiles and insects presented by the late Dr. Court; and many minor collections and specimens. The Institute is the headquarters of the Central African Board, and also the meeting-place of the Medical Council, the Scientific Association, the Field Naturalists' Club, and the Literary Association.

In former years Trinidad possessed one of the best militia forces in the West Indies. It consisted of a troop of light dragoons, a troop of hussars, a brigade of artillery, three regiments of foot, and three corps of mounted chasseurs, eight district companies, and two battalions; the whole kept up with strict military discipline. This fine body of citizen soldiers, numbering about 3,000 of all ranks, was disbanded in 1839. At the present time, although the colony has not as large a body of men under arms, it can still boast of a well-drilled and efficient volunteer force, consisting of three troops of cavalry, two batteries of field artillery, and six companies of infantry, the total strength of the force being about 550 of all rank.

Among local corporate companies and enterprises are the Tramway Company, the Telephone Company, the Building and Loan Association, the Crop Advance and Discount Company, an ice factory (The West Indian Ice and Refrigerating Company, limited), a soap factory, and a tannery.

THE PRESS.

Trinidad is blessed with a free and untrammelled, and with an active, up-to-date press. The first paper in the colony was started on August 1, 1799, by Mr. Gallagher, and was called the "Trinidad Weekly Courant." During the early days of the press, there was a very strict censorship, and those in authority held the reins very tightly over the heads of the poor editors, and if they attempted to kick over the traces they were pulled up with a jerk. The proofs of the articles had to be submitted to the Governor or his deputy, and if there was anything of which he did not approve he struck it out. Sometimes the erring editor would be sent to jail, or, if he did not wish to resort to such extreme measures, the Governor would graciously send down to borrow the handle of the press, which was an official notification to suspend publication during the time that His Excellency wished to continue the enforced loan. These little official attentions, such as borrowing the press and inviting the editor to partake of the Government's hospitality for a time, extended until Governor Woodford's time, in 1813.

The chief moulder of public opinion in Trini-



POLICE HOSPITAL.

dad is the "Port-of-Spain Gazette," a six-page, penny daily paper, and, judging it from the point of view of price, editorial opinion, news catering, and advertising patronage, it has no superior in the West Indies. The proprietor is Mr. T. R. N. Laughlin, who purchased it in 1874 from Mr. H. J. Clark, the present Superintendent of the government printing-office. It was then a small weekly paper, selling for twenty cents a copy. Mr. Laughlin built it up through successive enlargements, greater frequency of issue, diminished price, and growing circulation, and it is now a power in the colony. It has been issued daily for the last four years, and is printed by electricity. The owner and proprietor, and director of its policy, is Mr. T. R. N. Laughlin, who is a thorough newspaper man, and the editorial writer, Mr. L. M. Fraser, a talented writer and the author of a valuable and elaborate "History of Trinidad," published by the Government. The paper was established in 1825 by Mr. J. H. Mills, and it has therefore the prestige of age to add to its influence. During its seventy-two years of life, it has been published almost continuously, there being breaks of only a month or two at a time. The paper is one of the leaders of reform sentiment in the colony, and is helping with all its might and main to bring the day when the franchise will be extended to the people of the colony.

The other papers are the "Daily News," a four-page daily penny paper, owned by a syndicate of merchants; the "Reform," a bi-weekly

political paper ; the "Catholic News," a weekly ; and "El Pasellon Venezolano," a bi-weekly Spanish paper.

AMUSEMENTS AND RECREATIONS.

Port-of-Spain is well supplied with the means for recreation and amusement. There are pleasant drives and cycling routes all about ; there is the balmy trip by steamer to the islands in the gulf, where a delicious bath may be enjoyed ; there is a variety of evening amusements in the way of entertainments by local dramatic clubs, orchestras and church organizations, dramatic and operatic performances by occasional travelling companies, and public and private dances, balls, and dinners galore. On the broad Queen's Park Savanna there are sports of every kind in progress every Saturday, cricket, golf, polo, football, etc. There are two flourishing golf-clubs in the colony, chief of which is the St. Andrew's Golf Club, and there are dozens of cricket clubs, where French and English creoles, Englishmen, Scotchmen, blacks and colored men, Germans, Venezuelans, Hindoos, and even Chinamen meet in friendly rivalry with the willow. Then there is horse-racing, yacht-racing, etc., there being several jockey organizations and two aquatic clubs.

The head and front of the sporting life of the community is the Queen's Park Cricket Club, which is established on beautiful and spacious grounds at St. James, a mile or so from town, in one of the suburbs and on the tram line. The grounds, which cover ten acres, were opened in the fall of



ENTRANCE TO TRINITY CHURCH.



1896, and they will compare very favorably with the homes of the metropolitan athletic clubs of the great centres. Some \$3,000 was expended in relaying the cricket ground, and there are three large and handsome pavilions, and stands for spectators. A bicycle track, three laps to the mile, is to be laid, and a gymnasium erected, and a boat-house built on the shore near by, and the total expenditure will, it is expected, amount to fully \$3,000.

There are two lines of tram cars, both starting from opposite the railway station on the wharf, one proceeding in a north-westerly direction, passing up St. Vincent street, and along Tragarete road, and stopping at the top of Tranquillity boulevard near the south-west corner of the savanna; the other proceeding in a north-easterly direction, passing up Frederick street, along Park street into St. Ann's road, and stopping at the north-east corner of the savanna, in the near vicinity of Government House and the Botanical Gardens. The cars run regularly every twenty minutes, with occasional extra ones at shorter intervals.

The town is also well supplied with cabs, and hackney carriages can be hired by the hour or day. Communication by telephone is general throughout the city, all the principal places of business, the public offices, as well as numbers of private residences, being connected with the Telephone Exchange.

CHAPTER IV.

SAN FERNANDO, ST. JOSEPH, ARIMA, AND PRINCES'
TOWN.

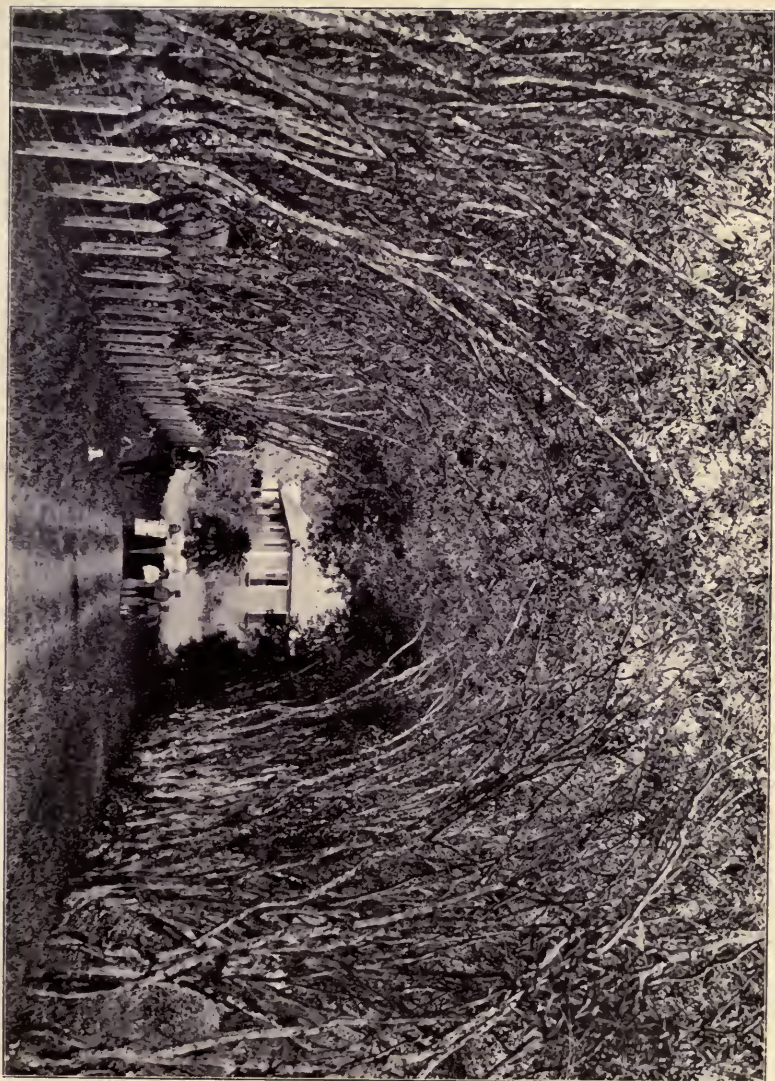
San Fernando is distant from Port-of-Spain about forty-two miles, and is the second largest town of the colony.

DESCRIPTION OF THE ROUTE.

It is reached by rail from Port-of-Spain, and the route passes through a very interesting country. The first object noticed after leaving Port-of-Spain is a plain white stone building on a hill. This is the government magazine for the storing of gunpowder, dynamite, ammunition, and other explosives and inflammable commodities, which the public are allowed to keep in limited quantities. The quarries at the foot of the hills are worked by gangs of convicts, and furnish good material for road-making. High upon the hill is the little Church of our Lady of Laventille, a landmark for many miles; near to it is Fort Picton. The estate of Laventille belongs to Messrs. Turnbull; the manager's house on the hill stands alone in its glory in a magnificent situation, the views from which are far-reaching.

Mr. Andre Blazini's Barataria plantation is on the left just before coming to the village of San

ENTRANCE TO COUNTRY RESIDENCE, SANTA CRUZ.



Juan. This village is situated about half a mile back from the track, and said to be older than St. Joseph's, and the inhabitants, in spite of its proximity to the town, are very primitive in their habits. To the right of the San Juan railway station are seen five iron chimneys; these are the works of the Colonial Company's El Socorro, where the system known as that of Fryer's Patent Concreter is in use. The road to the left leads to the lovely Santa Cruz valley. Rolling over the iron bridge, a glimpse is caught of the Roman Catholic church between the trees.

On the right is the Aranjuez estate, also belonging to Mr. A. Blazini; it is considered very fertile. Besides its steam power, it can be also worked by a water wheel; the odd-looking gutter which is seen supplies the motive power. A large building has been recently constructed for a complete vacuum pan plant.

A little further on is a curious circular-shaped house, the original factory of the old St. Clair estate, where the mill was worked by cattle. The building near it, fenced in with iron railings, is the hospital for coolies. The crossing known as Le Vivier gap, just where the line curves, was the scene of one of the few serious accidents that have occurred since the formation of the railway. St. Joseph's District Hospital is seen on the left, near the railway station.

Valsayn, the next estate on the right, belonging to Mr. P. Giuseppi, is a historic spot. The residence, though old, is certainly, from its associations, one of the most interesting places in the

colony. In the drawing-room was signed by Don Chacon the Capitulation Treaty by which Trinidad became a British possession. Sir Ralph Abercrombie and Admiral Harvey were the two representatives of England on the occasion, and amongst those present was a certain Don Jose Mayan, who, as Teniente de Justicia Mayor of San Jose de Oruna, was an important functionary. The portraits of this gentleman, his wife and daughter, adorn the drawing-room now as they did nearly a hundred years ago, and Mr. Giuseppi points to these interesting heir-looms with justifiable pride. In 1525, when Sir Walter Raleigh steered his boats up the Caroni, landed his men, and set fire to St. Joseph, he marched through what is the Valsayn Orchard. This orchard contains all kinds of rare tropical fruit-trees, such as litchi, wang-pi, lokatu, from far-off quarters of the globe. One rare specimen planted by Don Mayan is said to be the only one of the kind on the island. A few of the trees have been planted by royal hands; thus two fine young palmistes were planted by the two English princes, sons of the Prince of Wales, when they were here in the "Bacchante" in 1881, and a couple of Portugal orange-trees in 1886 by the Count and Countess de Bardi, a delicate compliment to the latter, who is a princess of the House of Braganza.

ST. JOSEPH.

St. Joseph, which for many years was the Spanish capital, was founded about 1584 by Don



ST. JOSEPHS.



Antonio de Berrio y Oruna, one of the first conquistadores. It is beautifully situated on the rising ground at the foot of the northern ridge of hills. The Roman Catholic church, the only one in town, is a lofty edifice accommodating six hundred people. The foundation stone was laid by the energetic Sir Ralph Woodford in 1815. The fine stained-glass window representing the Holy Family was presented by the late Mrs. Bernard; the two smaller ones of SS. John and Andrew, by the late Mgr. Orsini. This hard-working priest, who was of noble Corsican birth, has a monument, with well-executed bust, to his memory on the south side of the chancel. In the church choir are buried Mgr. Nicolas Gervais de la Bride and his two chaplains, Franciscan monks, all of whom were killed by the Indians in 1733. In the churchyard are several curious old tombs which will bear inspection.

The oldest society in the island is one connected with this church ; it still retains its Spanish name, "*Sociedad de Santissima Hermanidad*," founded by Don Antonio de Berrio in 1644. Some of its records, which are carefully kept, date back far into the last century. Beyond the church is a savanna, where the barracks formerly stood, the main buildings being on the left of the road, the parade ground and stables on the right. In 1838 a serious mutiny broke out amongst the negro troops then stationed there, which was quelled only by considerable loss of life. Three of the ringleaders were sentenced to death, and were shot almost exactly where the convent now

stands, at the east end of the savanna. A railed enclosure marks the graves of several English officers.

From St. Joseph the railroad branches off in two directions; one branch runs south to San Fernando, and the other east to Arima, which is the only other town besides Port-of-Spain and San Fernando that enjoys municipal government, which was granted by Royal Charter, Aug. 1, 1888. It is situated on the right bank of the Arima river sixteen miles from Port-of-Spain. The road from St. Joseph to Arima passes through some of the finest estates on the island; from the estate of El Dorado, which is passed on the left, there runs a bridle-path which leads to one of Trinidad's most lovely valleys. To come to the island on pleasure and not ride up the Cura valley would be a great mistake. The luxuriant tropical vegetation, with its giant trees, gorgeous shrubs, fantastic creepers, and dainty ferns lining the hillsides; the deliciously cool and sparkling stream, now meandering gently along, then rushing down a miniature rapid, tumbling over huge bowlders and suddenly turning round corners, — all gratify and charm the senses. There is another attraction in this vicinity that is not generally known; in fact, so little is known of some parts of Trinidad that it was only in March, 1880, that Mr. L. J. Lange, surveyor, discovered one of the most beautiful waterfalls on the island. After riding about seven miles from El Dorado plantation, and following a trail through the virgin forest for about

a mile and a half, the traveller is rewarded with the sight of a splendid cascade, with a fall of about three hundred and fifty feet, with a far greater volume of water than that of Maracas, and forming a basin of clear cold water at the foot, in which the bathing is superb.

ARIMA.

Arima was once the principal Indian settlement on the island. Being gradually driven eastward from the haunts of civilization, they left Tacarigua and Arouca to congregate round the heights of Arima, where the Capuchin monks established a mission, and which continued in charge of a priest, or *padre*, and *Corregidor*, or magistrate, until after the British occupation, when they were placed under the *Corregidor* alone. The Indians enjoyed a sort of municipal government of their own; each head of a family had his own allotment or *conuco*. They were treated as minors, and were governed by a code of rules which would at the present day be considered more suited for the management of school children than for the regulation of an able-bodied community owning and cultivating their own lands. The settlement, however, did not thrive, notwithstanding all this paternal care, and the aboriginal Indian race, which in 1783 had been reduced to 2,000, gradually dwindled away, and has now ceased to exist as a separate race. Joseph, the historian, attributes the gradual extinction or absorption of the Indian race to the following cause. He says: "The Indian men,

since they are obliged to live in society, choose mates of other races, and the women do the same ; hence out of every seven children born of an Indian mother during the last thirty years there are scarcely two of pure blood." The festival of Santa Rosa, the patron saint of the mission, was in olden times a gala day with the Indians, and retained some of its ancient splendor even down to a comparatively recent period. Dancing, sports, and games were publicly held in Lord Harris's square, the inhabitants of the surrounding districts coming sometimes a long distance to take part in their gayeties. Even the Governor with his staff honored the proceedings with his presence. Now all is changed. Although the day is observed as a holiday, yet how different is the celebration ! The Indians with their newly elected king and queen, their dances and their sports, have long since passed away, and the principal and only public amusements of the day are the annual races, which have of recent years become quite an important event in the local sporting calendar.

Arima, however, is fast coming into importance. It is in the centre of one of the largest cocoa districts of the colony. It occupies a picturesque site at the foot of the northern range of mountains, and is well laid out, its streets being wide like those of Port-of-Spain, intersecting each other at right angles, with a plaza or square in the centre. The Arima Savanna, on which is the grand stand and where the annual races are held, is of good size. On the west side of the savanna

are the District Hospital and doctor's residence ; at the north-east corner, the market. On Lord Harris's square is the stone Roman Catholic church ; on one side of the church is the presbytery, and on the other the convent school, while on the opposite side of the square are the Police Station and the Government School for Girls, that for the boys being near the Episcopal church. The different objects of interest on the line of the railway between Port-of-Spain and St. Joseph junction have been already described in the first part of this chapter. It will be necessary to take up the journey only from the point where the line branches off at St. Joseph. Here it turns off sharply and runs in a southerly direction, leaving St. Augustin estate on the left ; after crossing the iron bridge over the Caroni the station is reached, which is named, like the district, after the river. Parties desiring alligator-shooting frequently have their boats sent from town up the Caroni to meet them here or at the adjacent estate of McLeod Plain. Still better sport, however, is to be obtained at a small lake about two miles inland known as Bejucal. Here alligators, wild birds, and the peculiar armor-coated cascadura are found in quantities. Leaving the Caroni station on the right, the Wilderness plantation is passed, then comes the Mon Plaisir estate situated opposite the Cunupia station. This part of the country is becoming famous for the cultivation of tobacco and limes. The site for the little Episcopal chapel at Cunupia was given by a wealthy heathen coolie living here.

The next station is Chaguanas. A village is gradually growing up in this neighborhood, and the forest and high woods in this vicinity are worth seeing; the railway passes through unopened lands, the huge trees, with their burden of parasites, not having yet succumbed to the woodman's axe. The next station is Carapichaima; near this village is the Orange Field plantation, where the Ramie Fibre Company have commenced operations with about 150,000 plants. This gives promise of being the foundation of a flourishing and lucrative industry, the fibre working up splendidly, making textures of various degrees of strength and durability, from coarse sacking to fine damask. Mr. John Cummings, who is the largest resident proprietor in the island, and one of the most liberally disposed, owns a series of estates, extending a distance of fully seven miles from Carapichaima. A part of this property is as yet uncultivated, and is, to all appearance, high woods, but is tenanted by a herd of wild cattle. Some years ago about fifteen head of cattle escaped from Felicite estate, Chaguanas, and took to the woods. There is now not less than three hundred of them, and noble beasts some of them are. Occasionally, sportsmen and hunters come across a drove of them, when they immediately stampede. The next station is Couva, which is a fast-growing, flourishing district, comprising the villages of Exchange, California, Spring, and Freeport. Here in a cluster are the post-office, wardens, and savings-bank office, a Roman Catholic church and school, and police-station; there

is also, a short distance away, a new Presbyterian church and school, and the beautiful Episcopal church of St. Andrew. The train then passes over the muddy Couva river by the longest iron bridge on the island.

California station is then passed and Claxton's Bay station reached ; on the left after leaving the latter station is the Plaisance estate ; here is one of the most interesting curiosities in the island, — two thermal springs. A bath-house has been erected covering two spacious concrete baths. The clear spring-water, apparently like any other till you become aware of its warmth, flows directly into the baths from the hillside, in just such a stream as might be poured from a bucket. The temperature of the water is 100° to 105° Fahrenheit. Bathing here is particularly pleasant and soothing after the first strangeness of the unusual warmth has subsided. As these baths are private property, permission must be obtained to use same from the owner or manager of the estate.

Rolling over the viaduct, near which is the government school, the Roman Catholic church *Pointe à Pierre* is seen on the hill, commanding a fine view. At *Marbella* junction passengers going towards *Princes' Town* change to the *Guaracara* railway, which here branches off. Pursuing our course to *San Fernando*, the *Guaracara* river is crossed and a good view of the gulf obtained on the right, and *Marbella* works owned by Mr. A. P. Marryat on the opposite eminence. The pastures with their trees dotted

about appear like an English park. As the gulf is approached, quantities of pelicans are seen flying busily about searching for their prey ; sometimes they swoop down straight as an arrow for the unwary fish they have spotted during their flight. The white egrets, too, look very pretty wading through the shallow water or stalking along the muddy banks. Passing an abandoned estate and skirting the Naparima hill, we arrive at San Fernando de Naparima, as it was originally named.

SAN FERNANDO.

The town was founded a few years before the British occupation by Governor Chacon. It soon had a market in a square called Plaza de San Carlos, its church cemetery, and rest-house for travellers called "Casa Real." In 1818 the old town was completely destroyed by a large fire.

High street, the chief business thoroughfare, contains a number of well arranged, amply stocked stores. Harris promenade is the centre of a number of public institutions ; near here are the hospital, market, the Presbyterian, Episcopalian, Roman Catholic, Methodist, and Baptist churches, police barracks, fire-brigade station, town hall, and convent.

A large proportion of the inhabitants of San Fernando are coolies. The houses of these people are small and lightly built, and furnishing the best of them involves but little expenditure ; there is no glass in the windows, there are

HIGH STREET, SAN FERNANDO.





no chimneys, all the cooking being done outdoors ; no beds, tables, or chairs. The inmates sleep on the floor, eat the few morsels of their scanty meals while seated on their heels, cuddling around a few jugs and dishes of the rudest earthenware set in the middle of the room. A recent writer, describing the coolies at San Fernando, says :

COOLIE SILVERSMITH.

“ I was much entertained and interested in watching a coolie man at work, squatting on his heels in the open doorway of a wrecked and disjointed shanty. He was bending over an earthenware furnace, in size and shape resembling a top-hat, beside which there were a block of wood (twelve or fifteen inches square, overlaid with a fragment of iron boiler-plate half an inch in thickness) which served as an anvil, and a few rude tools ; these, with the flower-pot furnace, completed the outfit of a Hindu silversmith, for of that craft was the object of my curiosity. The implements of this artificer’s profession were ancient and worn, cumbersome and unwieldy ; nevertheless, he plied his trade with no little skill, and what he lacked in conveniences and ingenuity he made up for by perseverance and diligence.

“ One of my companions, having made a bargain with the smith, handed him three English florins which he desired to have manufactured into one bangle of the choicest East Indian design and workmanship.

“ The coolie man heated the coins, cut them into

narrow pieces, of which he welded the ends together, using hammer and anvil, thus making a bar four or five inches long, and, as I remember, two or three lines in width and thickness. Covering one end of this strip of metal with damp clay to protect his fingers from the heat, the bangle-maker stuck the silver into the diminutive charcoal fire, which he set aglow by blowing through a tube similar in appearance to a glass-blower's pipe. When the metal was at a dull-red heat he beat it soundly, forging it round and smooth to the diameter of telegraph wire; then, carefully bending it in a circle, joined the two ends, welding them together neatly and with despatch. This done, and the joint having been covered with a rough mass of hot silver fashioned into a ball of the size of a small cherry, the Hindu held out the half-finished trinket for our inspection and approval. He next smoothed and polished the surface of the ball by hammering; then he graved and stamped it with various dies, cutting simple, conventional patterns of irregular design.

“Next, having selected a small silver serpent from an assortment of ready-made devices and charms which he kept in a cocoanut shell, he plunged it into the fire, and blew through his blow-pipe until the cobra became blood-red. Pinching the reptile's tail between two bits of moist clay, the Hindu drew it from the fire and, before it lost its angry hue, deftly corkscrewed the emblem of immortality around the wire of the bangle in four complete coils, all the time

tapping the snake here and there gently with his mallet, in this way fastening it securely in its place. Plunging the ornament into a calabash of cocoanut oil, he waited until the serpent ceased hissing, and the Indian bracelet was then ready to be clasped on the wrist of whomsoever my gallant gentleman had in his mind when he found it in his heart to give the order for it.

“The jeweller handed the bangle to my friend, and requested the payment of three shillings; one for business he explained, tapping himself significantly on the breast-bone, and two for her, indicating the coiled serpent. He thus gave us to understand that he charged two shillings for the silver of which the coiling reptile was made, and one shilling only for business; that is, for the time and labor expended in the manufacture of the trinket.

“The price was reasonable enough, for at nine shillings the bangle would have been cheap, even if the metal in her (the serpent) had been of base alloy, and we had no reason to believe it was not of sterling silver; moreover, we knew that the wire of the ornament contained the six shillings’ worth of British coin which my companion had supplied from his own pocket.”

PRINCES’ TOWN.

Princes’ Town, formerly known as the mission of Savanna Grande, is another of the old Indian missions. It is a pretty and thriving township situated about eight miles east of San Fernando. Its change of name was made in 1880, in honor

of the visit of the two sons of the Prince of Wales. It can be reached easily either by the Cipero tramway, which conveniently connects High street with the heart of Princes' Town, or by the railway, changing to the Guaracara line at Marbella junction. A far pleasanter way, however, of seeing the Naparima country is to ride or drive there, going by the north road and returning by the south. Carriages can be obtained at San Fernando.

The great attraction of Princes' Town is the Mud volcano. This has always been an object of interest to visitors, though many have been disappointed at its tame appearance. It consists of a flat bare mud-circle of about a hundred yards in diameter, dotted here and there with conical mounds of from one to three feet in height, the summit of these forming tiny craters from which ooze bubbles of muddy water.

On Feb. 3, 1887, about five o'clock in the morning, the residents of this neighborhood were alarmed by a terrible roaring and rumbling sound which seemed to issue from the adjacent woods. This continued for about thirty seconds, then suddenly ceased, and on the proprietor of the Hindustan estate hastening to the Mud volcano, he found that an eruption had just taken place, and had caused the surface to rise four or five feet above its former height, and increased the area fully half as much again. Several dry trunks and branches of trees, and a few even of the growing ones which had originally skirted the mud, were now embedded in it. There appeared

to have been a series of explosions following each other in rapid succession, the weight of the second load of mud vomited forth causing the first to bulge out, the third having a similar effect on the second, and so on, giving the whole a stratified appearance. The path approaching the scene was rent in several places, the fissures being from four to six inches wide at the top. The negroes call this place "The Devil's Wood-yard," and do not like it at all. "Too much jumbies," they say. The water is slightly brackish in flavor, and at times emits a smell suggestive of asphalt. Some persons suppose it to be connected in some manner with the Pitch lake. On analysis the water is found to contain common salt iodine with traces of carbonate of lime. There are other "salses" in the island, a very large one at Cedros, another at Montserrat, and a small one on a cacao estate in Caroni.

CHAPTER V.

INHABITANTS.

Trinidad contains the greatest mixture of races it is possible to find anywhere; in no part of the globe of equal size is such a diversity of races and nationalities found as in this colony.

ABORIGINES.

When Columbus discovered Trinidad it was peopled by a race of Indians with fairer complexions than any he had hitherto seen, people of good stature, well made, and very graceful bearing, with much smooth hair. They belonged to that portion of the Indian race whom the Spaniards called Caribs, or man-eaters; they had come from Guiana on the mainland, and had conquered all the Lesser Antilles as far as St. Thomas, and destroyed the peaceable inhabitants, as the Spaniards soon did on the Greater Antilles.

Of all the islands inhabited by the Caribs Trinidad was the first one occupied by the Spaniards, and here as on the other Caribbee Islands they found a more warlike race to deal with than the natives of the Bahamas and the Greater Antilles. In common, however, with all the Indian races

of the New World, they suffered ruthlessly at the hands of the invaders. Many were stolen and carried as slaves to the other Spanish possessions, numbers fell in the incessant conflicts with the Spaniards, and still greater numbers were carried off by diseases introduced by the whites, until, 1783, the total Indian population numbered only 2,032. At the date of the capitulation that number had declined to 1,082, and thirty years later to barely 700. At the present time, the only representatives of the original possessors of the soil are a few scattered families of more or less mixed descent.

SPANISH AND FRENCH.

Previously to the passing of the Cedula in 1783, which led to the emigration of the French to Trinidad from St. Domingo, Martinique, and Guadeloupe, the Spanish population, including whites and negroes, amounted to only 1,000. After the promulgation of the Cedula, the population in a few years increased to 12,000, so that Trinidad, although a Spanish possession, had become in 1786 almost entirely French in population. In that year the Cabildo or government of Port-of-Spain was composed of seven Frenchmen, two Spaniards, and one Irishman. This is the reason why French is spoken much more in Trinidad than Spanish.

The population at this time and after the conquest of the island by the British was still further augmented by the importation of African slaves.

NEGROES.

This section of the population is fast dying out. Of 8,010 natives of Africa returned in the census of 1851, only 2,055 remained in 1891, more than half of whom were over sixty years of age, so that in a few decades this once important section of the population will become a thing of the past. About one-half of the population of Trinidad is of African descent, including many from other British West Indies, principally from Barbados.

CHINESE AND EAST INDIANS.

Nearly one-third of the population are from the East Indies or of East Indian descent. The remaining one-sixth consists of whites and their descendants of British, French, Spanish, Portuguese, Corsican, and Venezuelan extraction, together with about 1,000 Chinese, imported at first as laborers, but who, not taking kindly to estate work, have developed into shopkeepers, gardeners, and servants. Most of them appear to do well, and many have amassed considerable wealth. The Chinese, unlike the East Indians, have intermarried freely among the negro or colored women, and their descendants are being gradually merged in the general population. Very few East Indians have intermarried except with their own countrywomen, including in that term females born in the colony, of Indian parents. This may be accounted for from the fact that the East Indian coolies bring their women with them, whereas the Chinese do not,

BENEFIT OF COOLIE IMMIGRATION.

The benefits that have accrued from Indian immigration have been twofold: it has benefited the colony both directly and indirectly, while the immigrants have also derived many and solid advantages from it, which may be judged from the fact that at the end of 1892 their agricultural holdings amounted to an aggregate of over 40,000 acres, while of a total of £157,769 deposited in the government savings banks, £66,716 were coolie deposits, and this was in addition to savings amounting to £124,290 carried back to India by the immigrants who returned during the ten years 1883 to 1892, as well as a further sum of £19,817 remitted during the same period to their friends in India, making a total of no less than £144,107. Since the importation of the coolies, commerce has taken wonderful strides, the export of sugar has increased fivefold and that of cocoa threefold, yet notwithstanding this favorable showing of the great importance that the coolie element is to the colony, there is a strong opposition by the colored and negro part of the community against its continuance; they fear the Indian on account of his great industry and frugality.

WHAT WOULD RESULT FROM NEGRO RULE.

If it were not for the coolie population in Trinidad and Demerara, the large estates would be abandoned by the white cultivators, and they would fall gradually into the bush or the hands of a

negro population who are invincibly idle and will not do a stroke more work than will provide them a bare subsistence. The Trinidad negro will not work on the sugar estates ; the laborers other than coolies are from Barbados, that being the only island where they do work, as they are compelled to do so or starve; for Barbados is over-populated, and there is not any wild land for them to squat on, every foot of land being under cultivation. Therefore if coolie immigration is stopped and the labor supply dependent upon the negroes, Trinidad will return to a state of savagery as bad as San Domingo or Hayti. What motive have the negroes for work? Clothes except for display are cumbersome and inconvenient in such a climate. No artistic tastes have been developed among them. The shelter of a few palm branches is quite as useful as the grandest mansion. As to food, a plantain or mango eaten in the open air suffices. They have coffee, cocoa, and sugar at hand, and as to liquors, new rum has hitherto held the palm over champagnes, clarets, and all expensive European products. Why, then, should they work? Nature provides them with all they want. In some few generations, perhaps, they may recognize class distinction, but unfortunately the leaning of the negro race is back to barbarism, and if the white element in these islands disappears, then hats and clothes will disappear also, and the natural man reappear. One great incentive to work among Europeans is the maintenance of a certain position or rank, and a



HINDI PRIESTS



desire to uphold the family. The negro has none of this. He is, so to speak, his own ancestor. He has no family pride. Whether he has become rich and can ride in a carriage, or remains poor and walks about with a breech cloth only, he claims equal respect and attention from his fellows. All are alike, the sons and daughters of slaves, and the negro with irreproachable hat and dress will chat with, as an equal, the negro without any. The great difficulty that presents itself to those who hope to excite emulation, and so stimulate activity, in the negro population is this total want of family or class pride.

PECULIAR CHARACTERISTICS OF THE EAST
INDIANS.

All this is reversed with the East Indians. They congregate by themselves, avoiding as much as possible the society of all mankind but their own countrymen. They number about 80,000, or one-third of the population. They may be classed as Hindoos, Mohammedans, and Christians.

The Hindoos form by far the largest section, and are divided into a number of castes. Here is where the great difference lies between them and the negroes. The East Indian goes to the other extreme. Brahminism, with its elaborate system of priesthood, castes, and mystic rites, attained its full sacerdotal force about seven hundred years before the Christian era. Of all castes the Brahmin is preëminent. The next in order is Kshatriya, comprising the principal families and military; then the Vaisiya, or persons engaged in commer-

cial or agricultural pursuits ; Sudra, or servants, is the lowest, although these classes are capable of an almost infinite number of subdivisions or grades, as for example the Chamars, or workers in leather, who are esteemed the lowest of the Sudras, since they mutilate the hide of the sacred ox. Some are thought so unworthy as not to be admitted into even the meanest of the above classes ; such are called pariahs or outcasts. The distinctions are not easily defined by the uninitiated, but they are none the less carefully observed, and the smallest infringement is a deadly sin. Different castes cannot intermarry, and should hold scarcely the slightest intercourse one with the other, a degree of exclusiveness which the haughty Brahmins carry to such an excess that the mere shadow of a Sudra cast upon their food will contaminate it.

CASTE DISTINCTIONS.

There is no doubt that Hindoos coming to colonies like Trinidad, far away from the land of their birth, would like to lessen the burden of caste, but this they neither dare nor can do ; the mere fact of crossing the ocean plunges any man, whether Brahmin or Sudra, into depths of degradation, though the relative distance between them remains the same. This is an important point, for the general impression is that all castes sink to the same level, which is by no means the case ; they fall an equal distance, but the one still continues to be immeasurably the superior of the other. In the case of the agricultural laborer the "sceptre of the maharaja Brahmin dwindles

to the insignificance of a hoe handle," but all the same he has a certain dignity to keep up, and he looks, poor as he may be, with haughty disdain upon his inferiors in caste.

The two chief Mussulman sects are the Shiahhs and the Sunnis. The former reverence Hassan and Hosein, the two sons of Ali in whose honor are the greatest festivals. The Sunnis for their part do not reverence them, but merely recognize them as holy men; both sects anticipate the coming of the "Mahdi," who will set right all wrongs and restore peace and happiness to the universe, but the Sunnis expect him more as a conqueror than a peacemaker.

PHYSICAL APPEARANCE OF EAST INDIANS.

Physically the East Indian coolie is well shaped, with regular features and straight black hair; some have full beards, others mustaches and imperials; except in color they have the same appearance as Europeans — in fact, they belong to the Aryan race, from which all Europeans are descended.

Many of the women are very beautiful. The following description by a recent writer will give a good idea of this type of beauty: "Strolling along the shady side of a wide and busy street, I overtook a young girl. I should have passed her had I not slackened my gait when I came within a few steps of her, and, walking softly, measuring my paces with hers, followed behind the unknown wayfarer — respectfully and at a proper distance — to study and admire her cos-

tume, which was so neatly fitted to her slight and charming figure, so tastefully disposed, draped in such dainty folds and graceful gatherings, that the wearer of it made a most attractive picture.

“ Her little feet were bare ; nevertheless, she trod firmly, stepping lightly, with graceful poise. From time to time the maiden stopped to gaze into the shop-windows, viewing with eager, sparkling eyes the wonders so attractive to her. When she halted thus to feast her eyes, I passed ahead of her ; then, halting, waited till she, in turn, passed me again. In this way I was enabled to inspect, with approving criticism, the object of my admiration, from tip to toe, and from every point of view. In time, I made a mental catalogue of her appearance from which an ingenious artist could paint a full-length picture of her. I noticed that her teeth were regular and white, mouth small and regular, lips full and pouting ; head gracefully poised, face oval, Grecian in type ; nose delicate, straight, finely chiselled ; ears small, well shaped, and *well put on* ; hair glossy, raven-black, straight and long, braided carefully with dexterous fingers, and tied at the ends with orange ribbons ; hands small and covered with rings ; and now, alas ! I must confess this Aryan kinswoman of mine was as brown as any coolie on the island, and all her East Indian sisters are as dusky as richest rosewood, as brown and dark as rarest mahogany. She was not a daughter of Ham nor a child of Shem, but, like myself, a descendant of Father Japhet, a pure-blooded Hindoo, albeit of low

caste. Except for her sable color, she might have served for a study of a Caucasian beauty, for the model of a Grecian Psyche, an Italian contadina, a Gretchen, an English boarding-school miss, a freshwoman of Vassar."

The coolies are happy and contented in Trinidad. They save money, and many of them do not return home when their time is out, but stay where they are, buy land, or go into trade. The negro affects to look down upon them and regard them as inferiors, because they are in bondage as they themselves were once. The coolie, however, knows his position, he is proud of his ancestry and the ancient civilization of his race. His ancestors were the most highly civilized people on the earth at a time when the white man, clothed in skins, dwelt in caves and battled for his very existence with the wild beasts, with only a club for a weapon.

DOMESTIC LIFE OF THE COOLIE.

The coolie will not intermarry with the African, and as there are not as many women brought with them from India as formerly, these women are tempted occasionally into infidelities, and would be tempted more often, but a lapse in virtue is so fearfully avenged. There is but one serious crime prevalent in the colony, and that is committed by the East Indian who with one sweep of his machete beheads his wife if she proves unfaithful to him. Such a case as this is unknown among the negro population, as very few of them are bound by the marriage

tie. In fact, the negro woman does not care to be married, for her husband obliges her to work for him while he remains in idleness ; but if she is not married, then he has to work to support the family and treat her kindly or she will leave him. This is shown by the statistics. About seventy per cent. of the births in the colony are illegitimate.

VENEZUELAN S.

Port-of-Spain always swarms with expatriated Venezuelan generals of all sorts and kinds, mostly impecunious and ready to accept a dollar or a dinner from any one disposed to offer either of these articles, while they retain all the pride and dignity of heroes fallen from high estate. Here they wait until some bolder spirit makes a new pronunciamento, when they hurry eagerly to fall like vultures on their poor native country, plundering everywhere, and murdering without remorse any unfortunates of the other party who may chance to fall into their hands. If the venture succeeds, then they become an everlasting drag on the new government, claiming rewards for services never rendered, often obtaining grants and concessions ruinous to all trade ; or if the venture fails, either the leader having come to some private understanding with the government, by which he is to be paid to retire and desert his followers, or by some other general making some private arrangement to betray his leader and all the rest,—then, in either of these cases, the survivors return to their lair in Trinidad to await a more fortunate opportunity. There is, however,

another class of Venezuelans in Trinidad that is an honor to the colony. I refer to the merchants and planters of Venezuela that have been obliged to leave that country on account of the insecurity that exists there in regard to life and property, and who have taken up their residence permanently in Trinidad.

CHAPTER VI.

GOVERNMENT.

The government of Trinidad is vested in a Governor, an Executive Council, and a Legislative Council, all of whom are nominated by the Crown. The Governor ranks as Commander-in-Chief and Vice-Admiral and receives a salary of £5,000. His private secretary and aid-de-camp ranks as captain.

The Executive Council consists of the Governor, who is the President, and the Colonial Secretary, Attorney-General, Auditor-General, Commandant of the Local Forces, Col. D. Wilson, Dr. Lovell, and Hon. Walsh Wrightson.

The Legislative Council consists of the Governor, who is President, the Colonial Secretary, Attorney-General, Solicitor-General, Auditor-General, Director of Public Works, Surgeon-General, Protector of Immigrants, Receiver-General, and Commissioner of Tobago. There are also eleven unofficial members appointed from the different districts of the island which they represent.

FROUDE ON HOME RULE IN TRINIDAD.

To say anything concerning the government of Trinidad is touching on a very tender subject

on which the inhabitants are very sensitive. I am reminded of this by the storm of abuse that broke over the devoted head of James Anthony Froude, the well-known historian, when he published in his book¹ the opinions he held on this subject. He said in part: "The popular orators, the newspaper writers, and some of the leading merchants in Port-of-Spain had discovered that they were living under what they called 'a degrading tyranny.' They had no grievances, or none that they alleged, beyond the general one that they had no control over the finance. They very naturally desired that the lucrative government appointments for which the colony paid should be distributed among themselves.

"But why, it may be asked, should not Trinidad govern itself as well as Tasmania or New Zealand? Why not Jamaica, why not all the West Indian islands? I will answer by another question. Do we wish these islands to remain a part of the British empire? Are they of any use to us, or have we the responsibilities connected with them, of which we are not entitled to divest ourselves? A government elected by the majority of the people (and no one would think of setting up constitutions on any other basis) reflects from the nature of things the character of the electors. All these islands tend to become partitioned into black peasant proprietaries. In Grenada the process is almost complete. In Trinidad it is rapidly advancing. No one can

¹ "The English in the West Indies."

stop it. No one ought to wish to stop it. But the ownership of freeholds is one thing, and political power is another. The blacks depend for the progress they are capable of making on the presence of a white community among them; and although it is undesirable or impossible for the blacks to be ruled by the minority of the white residents, it is equally undesirable and equally impossible that the whites should be ruled by them. The relative numbers of the two races being what they are, responsible government in Trinidad means government by a black parliament and a black ministry. The negro voters might elect to begin with their half-caste attorneys, or such whites (the most disreputable of their color) as would court their suffrages. But the black does not love the mulatto, and despises the white man who consents to be his servant. He has no grievances. He is not naturally a politician, and if left alone with his own patch of land will never trouble to look further. But he knows what has happened in San Domingo. He has heard that his race is already in full possession of the finest of all the islands. If he has any thoughts or any hopes about the matter, it is that it may be with the rest of them as it has been with San Domingo; and if you force the power into his hands, you must expect him to use it. Under the constitution which you might set up, whites and blacks would be nominally equal, but from the enormous preponderance of numbers the equality would be only in name, and such English people,

at least, as would be really of any value would refuse to remain in a false and intolerable position.

“Already the English population of Trinidad is dwindling away under the uncertainties of their future position. Complete the work ; set up a constitution with a black prime minister and a black legislature, and they will withdraw of themselves before they are compelled to go. Spaniards and French might be tempted by advantages of trade to remain in Port-of-Spain, as a few are still to be found in Hayti. They, it is possible, might in time recover and reassert their supremacy. Englishmen have the world open to them, and will prefer lands where they can live under less degrading conditions. In Hayti, the black republic allows no white man to hold land in freehold. The blacks elsewhere, with the same opportunities, will develop the same aspirations. In the Pacific colonies self-government is a natural right ; the colonists are a part of ourselves, and have as complete a claim to the management of their own affairs as we have to the management of ours. The less we interfere with them, the more heartily they identify themselves with us. But if we choose, besides, to indulge our ambition with an empire, if we determine to keep attached to our dominions countries which, like the East Indies, have been conquered by the sword, countries, like the West Indies, which, however acquired, are occupied by races enormously outnumbering us, many of whom do not speak our language, are

not connected with us by sentiment, and not visibly connected by interest, with whom our own people will not intermarry or hold social intercourse, but keep aloof from, as superior from inferior, — to impose on such countries forms of self-government at which we ourselves have but lately arrived, to put it in the power of these overwhelming numbers to shake us off if they please, and to assume that, when our real motive has been only to save ourselves trouble, they will be warmed into active loyalty by gratitude for the confidence which we pretend to place in them, is to try an experiment which we have not the slightest right to expect to be successful, and which, if it fails, is fatal.”

NEGRO RULE IN THE UNITED STATES.

This view of Mr. Froude's is a correct one. The experiment has been tried in the Southern States, the result of which is fully set forth by the writer in a recent publication.¹ The great Civil War in the United States ended in 1865, and the Confederacy lay crushed and dead. Before admitting the lately revolted States into the Union again, a bill was introduced into Congress for the extension of the suffrage to the negroes in the late Confederate States. The bill was passed in March, 1867, in spite of President Johnson's veto, and the President was impeached. Now, indeed, the Southern States were about to pay dearly for their attempt at independence.

¹ Stark's "History and Guide of Barbados and the Caribbee Islands."

They had fought, and poured forth blood and treasure; they had been beaten, and they had submitted, but they were not forgiven. Henceforth, for a season, the blacks, ignorant, superstitious, and corrupt, were to enslave them. A solid South was created; and the United States, united only in name, became practically two nations.

Here was the outcome, the ripe, perfected fruit of the boasted civilization of the South after two hundred years of experience. A white community had gradually risen from small beginnings, till it grew into wealth, culture, and refinement, and became accomplished in all the arts of civilization; had successfully asserted its resistance to unjust laws by deeds of conspicuous valor; had achieved liberty and independence, and distinguished itself in the councils of the nation by orators and statesmen worthy of any age and nation, and had just passed through a sectional war in which it had poured out its blood and treasure like water. Such a community was reduced to this wretched condition, for eight years lying prostrate in the dust, ruled over by Africans but half civilized, gathered from the ranks of its servile population, presenting such a picture of corruption, extravagance, and legislative wickedness as never prevailed elsewhere outside of Hayti.

After eight years the bitter feeling in the North towards the South gradually changed, and new questions arose that divided the solid Republican majority. Hayes, the Republican candidate for

President, promised that if he was elected he would remove the troops from the South. Here was the South's opportunity at last, as it held the balance of power. They trusted Hayes, and gave him their electoral votes. He was as good as his word; the troops were removed. Federal interference in State affairs ceased. United States bayonets could no longer support the negro in his constitutional rights. The Anglo-Saxon reasserted his authority to rule, and from that day a "Solid South" has existed. It has created a political feeling that occupies the first place in the heart of every Southern white man, that feeling in itself a political creed, stronger than the creed of Republican or Democrat, and it may be thus formulated: "You have freed our slaves, and, far from regretting, we rejoice in what you have done. Without properly consulting us, you have given those ex-slaves the suffrage and civil rights. There you greatly erred. While we will admit that some negroes and colored persons are fit to exercise the suffrage, we are of opinion that the vast majority of them are incapable of it, either for their own welfare or to the benefit of the white people among whom they live, and to the general advantage of the nation. Apart from this opinion of ours, and quite regardless of the question whether that opinion be sound or not, we are steadfastly determined never to submit to any form, direct or indirect, of negro government. We have experienced this form of government, and we intend, therefore, to risk no more of it. The negroes in

some places may be more numerous than the whites; it must make no difference; the white must rule, no matter at what cost. You shall never again, while we exist, compel us to relinquish this determination; we would rather die at once. Our view does not, it may be, accord with the principles of your XVth Amendment to the Constitution, but it accords with our idea of what is necessary for our social comfort and security, and we intend to steadfastly adhere to it, even if it should cost in blood, and treasure, and everything we hold dear."

The above position is one upon which the whites of the South are practically unanimous. The white who does not believe in it above all else is regarded as a traitor and an outcast. It is a position of danger, for if not an open, it is a covert, hostility to the spirit of the laws of the Union. It really amounts to this: the 10,000,000 negroes and colored people in the South are denied the rights and privileges guaranteed them by the Constitution; they are deprived of their political rights by fraud, force, and intimidation. And, strange to say, even the most respected (and, in ordinary dealings, upright) white people of the South will admit this fact, and, stranger still, very many honorable citizens of the North, Republicans as well as Democrats, do not hesitate to declare, "If I were a Southerner I should act as the Southern white men do."

Hitherto, the negro has, upon the whole, meekly submitted to this illegal deprivation of his rights. Can he be expected to submit for-

ever, or will he some day attempt by force to seize that to which he is by law entitled? Should he ever do so, there will be a scene of horror such as the South never witnessed in the darkest days of the War of Secession. This question hangs like a black pall over the South; it is but seldom referred to publicly, although occasionally it shows itself, as for instance in the recent Venezuelan dispute with Great Britain. An editorial appeared in the Memphis "Commercial Appeal," which says: "The negroes were a source of strength to the South in the War of the Rebellion, but they would be an element of weakness there now. Then the negroes tilled the soil, raised food for the armies, and protected the families of the fighting men. The condition is so much changed that the new generation is a source of constant apprehension and terror even in times of peace. Southern men would fear to leave their families unprotected if war became flagrant. It would require as much force to keep the negroes under control as the South could spare for military purposes." From the foregoing account of negro rule it will be seen that it is not a desirable thing for Trinidad to experiment with, that with the mixed population it contains it is much better that it should remain a Crown colony.

CHAPTER VII.

CLIMATE AND SCENERY.

Columbus, in relating the discovery of Trinidad to Ferdinand and Isabella, dwells on "the stately groves of palm trees and luxuriant forests which swept down to the seaside, with fountains and running streams beneath the shade;" and on "the softness and purity of the climate, and the verdure, freshness, and sweetness of the country, which appeared to him to equal the delights of early spring in the beautiful province of Valencia in Spain."

The climate of Trinidad while inter-tropical is at the same time insular, and is therefore much cooler and more uniform than that of a continental country under the same conditions as to altitude and latitude.

The natural physical formation of the island, divided as it is into two great parallel valleys running almost due east and west, tends also to modify its climatic condition. The mean temperature varies from 76 degrees during the cool season to 79 in the hot season. In the evenings and mornings of the cooler seasons the temperature seldom exceeds from 66 degrees to 68. The transition from daylight to darkness, although, as in all tropical countries, a rapid one, is not so

sudden as is generally supposed. There is a perceptible though very short twilight, darkening into night as the last rays of the setting sun fade away on the western horizon. With the close of the day there is a marked change in the temperature; the heat and glare of the day give way to a delicious coolness, often made more refreshing by the soft blowing of the evening breeze. Then comes what Kingsley calls "the long balmy night," to be in turn succeeded by daybreak and sunrise. These latter have been graphically described by a well-known traveller :

"A little before five o'clock the first glimmer of light becomes perceptible; it slowly becomes lighter, and then increases so rapidly that in about an hour it seems full daylight. For a short time this changes very little in character; when suddenly the sun's rim appears above the horizon, decking the dew-laden foliage with glittering gems, sending gleams of golden light far into the woods, and waking up all nature into life and activity. The early morning possesses a charm and a beauty that can never be forgotten; all nature seems refreshed and strengthened by the coolness and moisture of the past night. The temperature is the most delicious conceivable. The slight chill of early dawn, which was itself agreeable, is succeeded by an invigorating warmth, and the intense sunshine lights up the glorious vegetation of the tropics and realizes all that the magic art of the painter or the glowing words of the poet have pictured as their ideas of terrestrial beauty."

The climate of Trinidad has often been recommended as being particularly favorable to persons suffering from the milder forms of pulmonary affections; and that it is so is clearly shown by the number of well-authenticated instances in which young persons who had left their homes in colder climates, with more or less marked symptoms of one or other of that numerous class of ailments popularly called "chest complaints," have not only recovered their health in Trinidad, but continued in the full enjoyment of it during many years' residence, and in not a few instances until, at a ripe old age, they have been laid to rest beneath the palms in the land of their adoption.

Although the scenery of Trinidad presents none of that imposing grandeur which is derived from altitude or vastness, it possesses a natural charm and sylvan beauty that is all its own. Foliage and flowers of unrivalled beauty and endless variety everywhere adorn the landscape in such rich and rare profusion as almost to baffle description. So much so, indeed, that even Kingsley was forced to confess that "In the presence of such forms and such coloring one becomes painfully sensible of the poverty of the words, and of the futility, therefore, of all word-painting."

MOUNTAINS AND VALLEYS.

The mountains, or rather hills, of Trinidad, — for, as has been already stated, with the exception of a few isolated peaks none of the ranges rise much above 700 to 1,000 feet, — although

neither "rugged" nor "grand," are singularly picturesque. Their slopes, covered to the very summit with luxuriant forest growth, appear, when seen from a distance, like one vast sea of wavy woodland, presenting in the clear atmosphere and bright sunlight an ever-changing diversity of shade and coloring, varying from the lightest of greens to the deepest of russet browns, lit up every here and there by dense clusters of bright yellow or blazing crimson tree-flowers, making the whole prospect more like a scene in fairyland than a natural landscape,—even in the tropics. It is, however, in the valleys that lie between those mountain spurs and ranges that the real gems of Trinidad scenery are to be found. Through these valleys meander the crystal-clear streams described by Columbus as "fountains and running streams beneath the shade." These streams, rising high up in the mountains, flow through the valleys with all the wanton waywardness so characteristic of mountain streams everywhere: twisting and turning hither and thither at their own sweet will, now rushing with tumultuous din through some narrow gorge, anon widening out, until, "with scarce a depth at all, they gently ripple o'er their pebbly bed." In their general characteristics they so closely resemble the "burns" so dear to all Scottish hearts as at once to recall the well-known lines:

"Here, foaming down the shelvy rocks,
In twisting strength I rin;
There, high my boiling torrent smokes,
Wild-roaring o'er a linn."

ROAD AND RIVER OF CAURA.



Nor does the similarity end here: the “bonny bower,” the “shady nooks,” are all reproduced with striking exactness — only with tropical surroundings and under a tropical sun, the latter, however, only making all the more refreshing the delicious coolness of their shade. Such a bamboo-embowered scene is shown in our illustration of a view in Caura valley. This view brings out with great clearness and minuteness the sylvan beauty of the spot, and gives an excellent idea of the valley scenery of the island generally; but the real charm and chief attraction of all tropical scenery — the ever-changing light and shade, the rich coloring and endless variety of leaf and flower — cannot be portrayed by pen or pencil; to be fully appreciated they must be seen, but seen once they can never be forgotten.

But the Caura valley, while undoubtedly one of the loveliest in the island, has many compeers in beauty and diversity of scenery. Of these the St. Ann's and Maraval valleys are within walking distance of Port-of-Spain. Both possess many natural beauties; and the latter, in addition to the rich adornments of nature, has in the reservoir and its beautiful site “a sweet, quiet spot” that has become a regular Mecca for visitors to the island. It is indeed a lovely spot, with the densely wooded hills in the background, the large expanse of clear, bright water shaded by an environment of gracefully arched bamboos and surrounded by quite a unique collection of ferns, crotons, oleanders, and other ornamental shrubs. At the head of this valley is the Silla, or Saddle,

a depression in the ridge of hills dividing it from the Santa Cruz valley, over which the road passes at a height of six hundred and twenty-eight feet, both the ascent and descent being somewhat steep. On the other side of the Saddle lies the Santa Cruz valley, watered by a stream of the same name, and one of the oldest and most noted of the cocoa districts of the island, containing, among many other splendid properties, the well-known estates San Antonio, La Pastora, and Soconusco.

Only two other of the many, and all equally beautiful, valleys that nestle among the mountain ranges of Trinidad can be noticed within the limits of this sketch,—the Diego Martin and the Maracas valleys. In the former, at a distance of about nine miles from Port-of-Spain, is situated the Cascade and Blue Basin. The Cascade is one of the most picturesque waterfalls in the island. It is formed by the junction high up in the mountains of several small streamlets, whose united waters, after several intermediate descents, here fall into the valley below, the basin at the foot of the fall being known as the Blue Basin. The water of the fall is highly translucent, and this may perhaps account for the bluish tint it presents in the basin, especially on a bright and cloudless day.

The Maracas valley, like that of Santa Cruz, is one of the great cocoa districts; and as the visitor rides or drives along the winding road he will see cocoa estates to both right and left of him,—and splendid estates, too, for the soil of



MARACAS WATERFALL.

these "vega lands" is of unsurpassed fertility. Before reaching the head of the valley the river has to be crossed some six or seven times. At most of these "crossings," or fords, the stream is but a rippling brook; but at others, though neither deep nor dangerous (except when "down," *i.e.*, in flood), it asserts its right to a passage, — huge boulders notwithstanding, — and rushes onward fuming and foaming around these obstructions in true mountain-torrent style.

In ascending the valley the scenery on every side is equally attractive and varied. In front towers Tucutche, the highest peak in the island, while every turn of the winding road brings into view fresh natural beauties and more picturesque scenes: here the eye is charmed by the light and shade playing fitfully over the wooded hillside; there it catches a glimpse of some lovely bower, shaded by forest giants, their forms reflected in the clear stream that, flowing on its way, "murmurs sweet tales of love and joy and constancy."

WATERFALLS.

The great sight of the valley is, however, the Chorro, or Cascade. This fall, three hundred and forty feet in height and distant about thirteen miles from Port-of-Spain, forms the subject of illustration facing this page.

To attempt to describe the Cascade, admittedly the most picturesque of all Western Indian waterfalls, would be more than presumption on the part of the writer, seeing that even so great a master of word-painting as Kingsley preferred to

fall back on the description written many years before by that ripe scholar and enthusiastic botanist, Herman Cruger.

Before reproducing that glowing word-picture, the writer ventures to lay before his readers the following extract from a description of another fall :

“The rocks of the rift close to the heart of the fall are bare and lifeless, but at the entrance they are bespread with moss and flowers; while the whole reaches are covered with the film fern, the *Hymenophyllum Wilsoni*, which no one can get at, and only the clear-sighted can distinguish from moss.

“The water here is perfectly colorless, — pure, limpid, unstained, — which splashes merrily at your feet and flies daintily, all refined to spray, into your face as you scramble up the wet rocks and front the whispering naiad shrouded behind her long white veil.”

This description, especially the latter part of it, cannot fail vividly to recall to the mind of any one who had visited the Maracas Cascade the whole scene as it comes into view from the valley below.

Cruger, with all that intense love of nature born of close communion and deep study, thus describes the approach to the fall: “To reach the Chorro, or Cascade, you strike to the right into a ‘path’ that brings you first to a cocoa plantation, through a few rice or maize fields, and then you enter the shade of the virgin forest. Thousands of interesting objects now attract

your attention : here the wonderful *Norantea* or the resplendent *Calycophyllum*, a *Tabernamontana* or a *Faramea* filling the air afar off with the fragrance of their blossoms ; there a graceful *Heliconia* winking at you from out some dark ravine. That shrubbery above is composed of a species of *Bohmeria*, or *Ardisia*, and that scarlet flower belongs to our native *Aphelandra*.

“ Nearer to us, and low down below our feet, that rich panicle of flowers belongs to *Begonia* ; and here, also, is an assemblage of Ferns of the genera *Asplenium*, *Hymenophyllum*, and *Trichomanes*, as well as of *Hepatica* and Mosses. But what are these yellow and purple flowers hanging over our heads ? They are *Bignonia* and *Mucunas* — creepers, straying from afar, which have selected this spot, where they may, under the influence of the sun’s beams, propagate their race.”

Of the fall, he says :

“ Here it is, opposite to you, — a grand spectacle indeed. From a perpendicular wall of solid rock of more than three hundred feet, down rushes a stream of water, splitting in the air, and producing a constant shower, which renders this lovely spot singularly and deliciously cool. Nearly the whole extent of this natural wall is covered with plants, among which you can easily discern numbers of Ferns and Mosses, two species of *Pitcairnia*, with beautiful red flowers, some Aroids, various Nettles, and here and there a *Begonia*. How different such a spot would look in cold Europe. Below, in the midst of a never-failing drizzle,

grow luxuriant Ardisias, Aroids, Ferns, Costas, Heliconias, Centropogons, Hydrocotyles, Cyperoids, and Grasses of various genera, Tradescantias and Commelynas, Billbergias, and, occasionally, a few small Rubiacæa and Melastomacea."

CHAPTER VIII.

COMMERCE, AGRICULTURE, AND OTHER INDUSTRIES.

The geographical position of Trinidad promises to the colony a commercial development in the future as great as, if not even greater than, its agricultural. Standing like a geographical sentinel at the entrance to one of the greatest waterways of the world, it must sooner or later become a great commercial centre.

Sir Thomas Picton, the first British Governor of the island, a man of great shrewdness and foresight, and a military commander of no mean reputation, was so convinced of its importance, both from a strategic and commercial point of view, that during the period between the capitulation and the final cession of the island to Britain by the treaty of Amiens he repeatedly urged its retention, stating, "it would be extremely unpolitic to restore it to Spain *on any terms or for any equivalent.*" But Picton was not the only one who thus early realized the full value and importance of Trinidad. The great Napoleon, then First Consul, has left on record a document that shows how well he understood the advantageous position of the island, and its value to the British Crown. In a letter written in August, 1801, to the French Plenipotentiary in London,

after instructing him firmly to oppose any proposal for the cession of the island to Great Britain, he adds: "Trinidad, from its position, would not only afford a means of defence for the English colonies, but also of attack on the Spanish mainland. Its acquisition would, in other respects, be of immeasurable importance to the British Government." Nor does Napoleon stand alone among the great men of the period in his estimate of the value of the colony. That calm, thoughtful, and most practical of statesmen, Mr. Canning, in introducing his well-known motion in regard to Trinidad, spoke eloquently in favor of making the island a strong naval and military station, and a sanatorium for the British troops in the West Indies, while at the same time he pointed out, with much force and clearness, that from its geographical position it ought to be the emporium of the trade of South America.

So impressed was Trinidad's first British Governor with the idea of making the island the great *entrepôt* of the Orinoco and its tributaries, that he did not hesitate to propose a plan of armed interference in the affairs of the neighboring Spanish Provinces, in which there were already signs of that growing spirit of resistance to the Spanish yoke which was to culminate in the protracted but ultimately successful struggle for independence which ended in the battle of Carabobo, fought June 24, 1821, when Bolivar defeated La Torre with a loss of six thousand men, which victory was principally due to the intrepidity and firmness displayed by the English and Irish volunteer contingent.

Picton's proposals were not acted upon, and in the ever-shifting current of events we find him, a few years later, bravely fighting side by side with the troops of the very nation against whose South American Provinces those hostile proposals were made. There is, however, a force more powerful even than that of armed battalion, — the spirit of commercial enterprise, which, it is hoped, will, before long, bring the whole trade of New Granada and of the rich and fertile countries lying between the Andes and the Atlantic by way of the Meta, the Rio Negro, the Casanare, the Apure, and a hundred other streams down the broad bosom of the Orinoco into the Gulf of Paria. Trinidad will then become a second Liverpool.

SUGAR INDUSTRY.

In Trinidad, as in all the West Indian colonies, sugar has been, and still continues to be, the principal product. Here, however, it is not, as in the other colonies, the one great staple; nor was it even the first in the field, for cocoa had been cultivated for a century or more before the first sugar-estate was established. Although sugar-cane was indigenous to this as well as other West Indian islands, three species of which are to be found growing wild in the uncultivated parts of the island, yet the sugar-cane generally cultivated here is, however, an exotic, known as Tahiti cane, and was introduced from Martinique in 1782, by M. St.-H. Begorrat. The first sugar estate was established by M. Picot de Lapeyrouse in 1787; and from that time up to

the date of the capture of the island by the British the cultivation of the sugar-cane increased slowly but steadily. The British occupation gave a great impetus to the sugar industry, and cultivation was so rapidly extended that within the next few years the exports of sugar were more than doubled.

From that time down to emancipation the sugar industry continued to advance and prosper. Then came the crisis, the same as all the British West Indian islands experienced except Barbados, — the refusal of the negroes to work. Then the exports declined, but with the advent of coolie immigration the industry began to revive, and in a few years not only regained its former position, but advanced far beyond it, the exports rising from 11,000 tons in 1840 to 54,000 tons in 1880. In the meantime another and darker cloud than any that had yet overshadowed the great staple product was gathering on the horizon. The production of beet sugar, stimulated by a system of bounties, had increased enormously, and both England and the United States were flooded with it. The result, long foreseen, of this unfair competition turned out far more disastrous than could have been possibly anticipated. Every one knew that a fall in prices was inevitable, and that the fall was likely to be a heavy one; but few, if any, anticipated that the decline in price would reach a figure at which neither beet nor cane sugar could be produced. In consequence of this unprecedented fall in the value of their chief product, a wave of com-

mercial and agricultural depression passed over the West Indian colonies, bringing many of them to the verge of ruin.

That Trinidad, although by no means exempt from the general effects of the crisis, was yet able not only to weather it, but to make steady progress all the time, is due to two causes: first, and chiefly, to the fact that in its second staple, cocoa, the colony possessed a sheet anchor of which no other West Indian colony could boast; and, secondly, to the fact that for some time previously many estate proprietors had been gradually introducing improved machinery, and were already making or preparing to make a higher grade of sugar. The advance then begun in the direction of improved modes of manufacture has been steadily continued, the result being that vacuum-pan sugar forms three-fourths of the crop at the present time. Under all these circumstances, it is alike creditable to the owners of sugar estates, and to those directly in charge of them, that the sugar industry of the colony has, so far, been able to hold its own, and to be now, apparently, in a fair way to do better still. There is yet, however, much to be done before the position of the industry can be considered as secure. Experiments are being made in the Botanical Gardens to produce improved varieties of sugar-cane. It is claimed that a species has been discovered that will produce twenty-five per cent. more saccharine matter than the cane now in use. If this is the case, it will more than make up the difference of the bounty paid on the beet sugar. The cultiva-

tion of the sugar-cane is almost entirely carried on by coolie labor; very few Trinidad negroes work as laborers on the sugar estates, the laborers, other than coolies, being chiefly negroes from the neighboring West Indian islands, many of whom, like the Irish reapers in England and Scotland, come here only for the crop season, returning to their homes at its close.

COCOA PLANTATIONS.

Cocoa, or more properly "cacao," the second staple product of the island, bids fair to equal if not exceed its rival, sugar; for while, as already stated, the former only holds its own, the latter has in recent years advanced by giant strides. This is clearly shown by the exports, which have risen from 29,900 cwts. in 1840 to 98,210 cwts. in 1880, while the exports during the last few years have averaged no less than 225,000 cwts.

There is reason to believe that cocoa is indigenous to Trinidad and the northern part of South America. It has been exported from Trinidad from a very early period of the Spanish occupation, and has always been held in high repute.

In 1725 the entire cocoa cultivation was destroyed by some species of disease or blight. What was the exact nature of this disease it is impossible at this distance of time to determine. There is, however, ample testimony as to the general ruin that was occasioned by it. Of all West Indian cultivation, cocoa is undoubtedly

the one best suited for natives of colder climates. Europeans cannot work in the open fields under a tropical sun. In this case the cocoa tree itself, of some twenty feet in height, and affording with its thick foliage a grateful shade from the blaze of the sun, is again shaded in its turn by the *Bois immortel*, whose protecting services have justly obtained for it among the South Americans the appellation "*La Madre del Cacao*," for it is necessary to protect the cocoa tree from the sun. It will thrive only in the shade. The weeding of the soil, picking of the pods, husking them, and carrying the produce to the drying-house, — in short, the whole of the agricultural operations and all but the last stages of the manufacturing process, — are carried on under this impervious and ever verdant canopy. The air is gently agitated and refreshed by the river or mountain stream upon whose banks these plantations are invariably established. Here, under this double shade, the white man feels himself as in his native climate. On a cocoa estate he can do something more than merely superintend and give directions: he can take an active part in all the operations, aiding with his hands as well as his head in the general working of the property; and if he be active and intelligent he will find his own exertions, whether he be working for himself or for another, in addition to the direct benefit they may produce, will indirectly do immense good by infusing energy and activity into all those employed under him.

OPPORTUNITIES FOR STARTING PLANTATIONS.

In view of the fact that inquiries are often made as to whether there is any opening in the colony for active young men possessed of only a limited amount of capital and anxious to find an occupation as well as an investment, it may not be out of place to mention that there are three ways in which intending settlers can become cocoa proprietors: First, by the purchase of Crown land and the clearing and planting up of the same under their own supervision. Second, by the purchase of Crown land and the employment of "contractors," who clear the land and plant it up with cocoa, receiving as payment all the wood cut down and the free use of the land to plant provisions for their own use and benefit for a fixed term, generally five years, at the end of which time they give up the land, receiving one shilling for each cocoa tree. Third, by the purchase either of several small estates or of one such bordering on Crown lands, so that it can be gradually extended according to the means of the purchaser. The first method entails the immediate outlay of further capital for the erection of at least a temporary dwelling and the payment of wood-cutters and other laborers employed; and the capital so invested must remain dormant for some time, as the cocoa tree, although beginning to bear in the fourth or fifth year, does not come into full bearing till some years later. Some return is, however, obtained from the land during that time: plantain shoots

and corn (maize) are planted in order to shade the young cocoa trees, and the returns from these two crops help to defray the expenses of the first two or three years. The timber cut on the land is also more or less valuable, either for firewood or for building and other purposes. The second method is only to be recommended where the purchaser can find some profitable means of employing his time during the five years of the contractor's occupation. A combination of these two methods has been found to work well, part of the estate only being given out to contractors.

The third plan is by far the simplest and best where suitable properties can be obtained. In this way many of the smaller properties which were purchased from the Crown, from ten to twenty years ago, and gradually cleared and planted up in cocoa, have of late years been bought up by larger capitalists, at very remunerative prices to the original purchasers, and have either been formed into larger estates or increased by the purchase of adjoining Crown lands.

The cocoa-palm grows luxuriantly all along the sandy shore of the southern and eastern coasts of the island, and its cultivation, although the simplest of agricultural industries of the colony, is far from being the least profitable. For persons of small capital there are few if any investments less troublesome or more profitable than the cocoanut estate. That the industry is a profitable one is abundantly proved by the

large increase in the cultivation, as shown by the quantity of cocoanuts exported.

OTHER INDUSTRIES.

The most important manufactured article in the colony is the world-wide known Angostura Bitters. This article was originally manufactured by the inventor and founder of the firm, Dr. J. G. B. Siegert, at Angostura, Venezuela, from which it derives its name. Dr. Siegert died in 1870, and the manufacture was carried on at Angostura by his two eldest sons until 1875, when, through the exactions of the Venezuelan government and the uncertainty of protection to life and property, they removed to Trinidad and established their factory in Port-of-Spain, where it has been carried on ever since. Messrs. Siegert have gradually extended their factory until it now occupies a large block of buildings with a frontage on both George street and Nelson street. The exports of Angostura Bitters, which for the first five years after the transfer of the manufacture to this colony only averaged 19,000 gallons per annum, have for the past five years averaged 41,622 gallons — a striking proof, were any needed, of the purity and excellence of these celebrated Bitters, which have now become one of the manufactures of Trinidad.

Of the minor agricultural products of the colony, coffee is perhaps the most important. The coffee plant thrives well and bears abundantly in every part of the colony, yet the quantity produced is not even sufficient to meet the home

consumption. Of late years, however, coffee has been receiving more attention, and the area under cultivation has been considerably enlarged. The fact that the beans can now be profitably shipped "in the parchment" is likely to give a further stimulus to this industry. The quality of Trinidad coffee is equal to any produced either in the East or West Indies. The soil of certain districts of the colony is admirably adapted to the growth of tobacco, and samples grown in the district of Siparia have been pronounced by competent judges to be second only to the finest Havana. As yet, however, the cultivation is confined to a few patches scattered here and there throughout the colony, but principally in the above-named district.

Cotton was, in former times, extensively cultivated and formed a considerable item of export, and Trinidad cotton is said to have been of superior quality and to have commanded high prices. The cotton plantations were, however, subsequently abandoned for the more profitable cultivation of the sugar-cane.

Indigo was also, at one time, an article of export; but now, although the plant grows wild throughout the colony, all the indigo used locally is imported.

Indian corn, or maize, thrives well in even the poorer lands, while in the richer soils the yield is higher than in Europe or America. It is, however, only cultivated to a limited extent, the large local consumption being principally supplied by imports from the United States. Rice grows well in almost every part of the colony, the

average yield being from six to seven barrels per acre. The area planted in rice has been gradually increasing, and the annual crop is now considerable, and affects to some extent the sale of East Indian rice, of which, however, the quantity imported is still very large. There is a sufficient quantity of land, well adapted to this cultivation and almost useless for any other purpose, to produce all the rice required for home consumption, but this desirable result is not likely to be attained for very many years to come.

The soil of Trinidad is so highly fertile, and so diversified in its nature, as to render the island capable of growing successfully not only every vegetable product of the tropics, but also many of those of more temperate regions. In addition to sugar, cocoa, and the other products already mentioned, tropical fruit-trees of every kind grow luxuriantly, and fruit abundantly; and all tropical vegetables or roots, whether exotic or indigenous, such as plantains, yams, cush-cush, sweet potatoes, tancias, ochroes, etc., grow readily, require little care, and are generally highly productive; while many non-tropical vegetables, such as cabbage, turnips, carrot, beet-root, etc., can, with a little care and attention, be brought to almost as great perfection as in Europe or America.

The forests of the colony abound in valuable timber, but up to now little or no effort has been made to develop this source of wealth. At present the exports of timber, other than firewood, are confined to occasional small shipments of cedar or locust boards, chiefly to the other West Indian colonies.

CHAPTER IX.

PITCH LAKE — DESCRIPTION OF THE ROUTE.

Pitch lake is reached from Port-of-Spain by steamer, which runs there several times each week, touching at all the intervening ports. The trip is very interesting. After leaving Port-of-Spain, the northern range of mountains is seen extending towards Venezuela, appearing to be connected with that country. About two miles from the town the Caroni river is passed, the largest stream in the island, being twenty-eight miles in length; its banks are the haunts of the alligator, iguanas, and other saurians. For about ten miles the shores are a continuous mangrove swamp. Chaguanas is then reached, named after the river. Here is a landing-place on the Felcite estate; next comes Claxton's bay, where there is a good jetty thirteen hundred feet long. Off Pointe à Pierre is a greater depth of water than at any other of the west coast. The mouth of the Guaracara river is then passed, and the pretty little town of San Fernando is reached. The next stopping-place of the steamer is off the village of St. Mary's, where the steamer will pick up or drop passengers. From this village a road runs to the famous Siparia mission. Here in the very heart of the forest is a Roman Catholic church

with an image of the Virgin said to be endowed with extraordinary virtues. Tradition says that this statue was picked up by the Spaniards in the depths of the forest ; it remained here for some time, and was removed to Oropouche church. It made no stay there, however, for on the morning after its arrival it was found to have mysteriously disappeared during the night, and on search being instituted it was discovered in the precise spot of the forest where it first appeared. To the superstitious Spaniards this was clearly a sign from heaven. Accordingly, in 1758 a church was erected and a mission established conducted by the Aragonese Capuchin monks. *La Divina Pastora*, as the image is called, is richly dressed and bedecked with valuable jewelry, the offerings of pious pilgrims.

Beyond St. Mary's are some high woods in which there is good hunting, especially for deer. There are also several villages — Delhi, Fyabad, and Barrackpore, inhabited chiefly by free coolies engaged in raising rice and ground provisions. There are also two African villages in this section, Yarraba and Krooman. After passing Roussillac swamp, and Point Sable, which probably receives its name from the black mangroves lining the shores, — beyond this is Point La Brea, so called from a Spanish word meaning pitch. Here a fine jetty is built out for a long distance into the water, for the shipping of asphalt. From the pier extending inland for about a mile, at a height of about fifteen feet, is an endless chain of buckets in which the pitch is brought from the lake and



TRINIDAD PITCH LAKE—"A SOFT SPOT."

deposited in the hold of the vessel lying alongside of the wharf, — a great saving over the former method of bringing it in carts and loading it into boats through the surf. The overflow of pitch from the lake has flowed down to the shore, and the deposit is visible on the beach from the steamer. On the ocean end of the pier, in a delightfully cool and pleasant situation, are the dwelling-house and office of the Barber Asphalt Company.

APPEARANCE OF THE LAKE.

“Trinidad Asphalt” is a name that of late years has become well known in the United States, since the Barber Asphalt Company has used this material for paving the streets in the principal cities. The Pitch lake, from whence this asphalt is obtained, has been considered as one of the natural wonders of the world. The photographic print of it, which is shown here, is an exact reproduction, true to nature in every detail, and from which the reader can form a more correct idea of this wonderful natural phenomenon than from any written description, however clear or minute. Indeed, it is scarcely possible to give any description of the Pitch lake that would convey a correct idea of its actual appearance. It is stretched out like a plateau, more or less circular, having an area of from ninety to one hundred acres, the whole surface seamed and scarred by deep fissures filled with water. The general surface of the lake is not, even during the heat of the day, softer or more yielding than an ordinary asphalt pavement under a summer’s sun.

In certain places, however, it is much softer, and no doubt there are spots where, if a man stayed long enough, he would be slowly engulfed ; for in the centre of the lake, where the pitch comes up from the earth, the lightest footstep leaves an impression, and you feel yourself almost imperceptibly sinking, unless you continue constantly in motion. Here and there liquid pitch may be observed oozing out ; you may handle it without sticking to the fingers. The best time to come to the Pitch lake is in the early morning while it is cool, otherwise the heat of the sun is so attracted by the black ground as to make the whole atmosphere oppressive. Of course, to pay a morning visit you must go to San Fernando by rail or steamer the day before, and take a small boat to La Brea as early as you can rise, before daybreak if possible. It has been estimated that the lake contains four million five hundred thousand tons of asphalt. This has proved to be a veritable mine of wealth to the colony. The yearly revenue from same pays the total charge of the interest on the whole public debt of the colony.

DISCOVERY OF THE PITCH LAKE.

Sir Walter Raleigh, who entered the gulf by the southern Bocas, states that in coasting along the western shores of the island he found a large quantity of pitch of superior quality with which he caused his vessels to be newly payed.

Subsequent experiments prove that Sir Walter must have mixed the pitch with a large quantity of grease or other unctuous matter before using

it for such a purpose. In any case he appears to have succeeded, and thus to have been the first to turn the product of the lake to a profitable use. In this he was more fortunate than many of the subsequent experimenters. Early in this century Sir Alexander Cochrane conveyed to England two shiploads of pitch from the lake for the purpose of pitching or "paying" the ships of the navy, but on examination it was found to require the admixture of too large a quantity of oil to render it applicable to such a purpose. Sir Ralph Woodford, being anxious to have a beacon placed on the tower of Trinity Church, gas made from the pitch was used in the experiment, and burnt brightly and steadily, and no doubt but the beacon would have become a permanent institution, but the idea had to be given up, owing to the intolerable stench given off by the gas. Many years after an able and enthusiastic American scientist succeeded in making excellent illuminating gas from the pitch, but unfortunately the cost of production was too great to permit of its becoming a commercial success. Lubricating oils of good quality have also from time to time been made from the pitch, but none of them proved successful from a business point of view. Nor do the first attempts to export the crude asphalt to Europe and the United States for paving purposes appear to have been more fortunate. Indeed, it is only within the past twenty years that Trinidad asphalt can be said to have obtained its long-expected commercial value in the markets of the world.

COMMERCIAL VALUE OF THE ASPHALT.

No sooner had Trinidad asphalt become a regular marketable product with a recognized market value, than the Pitch lake, hitherto neglected and even despised on account of the repeated failures, became the cynosure of all eyes. It would be entirely beyond the scope of this work to attempt to describe the different events that led up to the granting of the existing concession. Suffice it to say that the Government have granted to the Trinidad Asphalt Company, Limited, the exclusive right to dig, work, search for, and win pitch, asphaltum, etc., from the Pitch lake for a term of forty-two years from the 1st of February, 1888. The terms on which this concession is held are shortly as follows: A minimum annual export of forty-six thousand tons of asphaltum for the first twenty-one years, thus securing to the colony an annual minimum revenue of £15,333; an annual minimum export for the second twenty-one years of thirty thousand tons, securing an annual minimum revenue to the colony of £10,000; or a total minimum of £525,000 for the forty-two years.

The granting of the concession at the time was bitterly opposed, opinions on the subject were widely divided, but the results so far have been far more satisfactory than was even anticipated when the concession was granted.

The increased revenue from asphalt that has accrued to the colony since granting of the concession has been very large. In the five years

previous to it, 1883 to 1887, the total revenue accruing to the colony from asphalt was only £14,196 : in the five years subsequent to the concession, 1888 to 1892; it has been £141,268. The revenue for the year 1894 was £34,410, more than double what it was for five years previous to granting the concession, now held by the Barber Asphalt Company.

CHAPTER X.

A TRIP UP THE ORINOCO—DESCRIPTION OF THE
ORINOCO — CIUDAD BOLIVAR — VENEZUELA.

One of the most delightful excursions from Trinidad is a trip up the Orinoco as far as Bolivar. It is something to be remembered, and will never be forgotten. It is exceedingly interesting and well worth the time consumed in taking it.

The steamer "Bolívar" that runs up the river is an American-built side-wheel steamer, with all the cabins on deck and fitted up especially for use in a hot country, and is capable of steaming sixteen or eighteen miles per hour, with a very small draught of water. She formerly belonged to an American company, but when the Venezuelan government closed the Macareo river (an estuary of the Orinoco that cuts off several hundred miles and is much safer for light-draught boats than the entrance of the Orinoco), she was sold to a Venezuelan company that held the "concession" to use the Macareo, and of which it is said President Crespo is the principal owner. The time occupied by the journey is two days and nights each way, and three days at Bolivar. As there are no accommodations there for travellers, arrangements should be made with the steamboat company for staying aboard while at Bolivar. The steamer makes two trips per month, and



INDIAN WOMEN, MACAREO RIVER.



before embarking it is necessary to procure a passport and produce a list of the baggage, signed by the Venezuelan consul.

MACAREO RIVER.

The steamer leaves Port-of-Spain at six P.M. and crosses the Gulf of Para, and arrives at the bar at the mouth of the Macareo river at day-break. The first thing that will strike the traveller after leaving British waters will be the sudden transforming of the deck hands into Venezuelan soldiers, all armed with repeating rifles. They accompany the steamer on every trip, to prevent her from being seized by revolutionists, and robbed of the gold which she takes aboard at the town of Las Tablas.

The channel is from one to two miles in width, while down to the water's edge are the heavy primeval forests. At intervals openings occur where lawn-like banks of grass run down to the water's edge, dotted here and there with trees, many covered with blossoms. At other places the mangroves hang heavy over the water, extending their roots from their branches, like the banyan trees, of which they are a species. While looking through their dark foliage the still water can be seen extending far away, terminating in dismal swamps through which roam the jaguar or South American tiger, puma, tapirs, ocelots, and innumerable monkeys, at their own sweet will. Flamingoes, storks, and cranes stalk about, of varied and beautiful colors; parrots and macaws fly overhead, while ducks, swans, and water-fowl

of all sorts are being constantly seen. Snakes of all varieties are met with, including the great pythons upward of fifty feet in length and as large round as a man's body; while caymans, electric eels, and fish of carnivorous propensities swarm in the water. It seems the paradise of wild beasts. The jaguar will stop drinking or the tapir look up from browsing on the grass, and the monkey pause in swinging from tree to tree, as the boats hurry noisily by, while the drowsy alligator or manatee floats lazily on, his head half out of water, until perhaps a conical bullet from a Winchester rifle or from a revolver, which every one carries, rouses him to a knowledge that it is not good to trust too much to mankind.

As the day goes by, the steamer passes through miles and miles of this beautiful tropical scenery, every succeeding bend opening up new beauties. Here islands clothed in verdure, there the banks closing together so that the steamers almost pass under the branches of overhanging trees, then widening out till the shores seem to recede almost from view; and all under a burning, glistening sun, while the river, with its dark-brown water, runs on without a ripple. All noises cease, the very air quivers with the heat, and the passengers loll in their chairs or hammocks under the awning on the forward part of the upper deck, where the motion of the boat produces a grateful breeze; drinking cooled iced drinks brought to them from the bar by the accommodating steward. With the evening comes a renewal of the wild beasts' cries, the howlings of the monkeys, and



CARIB INDIAN.

the screams of the birds. Then a great darkness immediately succeeds the setting of the sun, for there is no twilight in the tropics, and the steamer beats on her way amid a gloom penetrable only by the experienced eye of the pilot. Through this vast solitude no human foot treads, except that of the wild Indian, who lives precisely as his forefathers did when Columbus discovered his country. Their clothing consists only of an apron six or eight inches square fastened around their loins, a necklace of wild beasts' teeth, and sometimes a head-dress of feathers; they are armed with the bow and arrows, spear and war-club; their canoes are made out of single logs burnt and scraped, with shell or stone implements, into form; their houses are merely poles stuck into the ground on the banks of the river, and covered with thatch of palm leaves. Such was the first sight we had presented to us of the native Indians, on the first morning after leaving Trinidad, as we passed through the Macareo river, about half-way between the Gulf of Para and the Orinoco. Several Indians paddled out to meet the steamer, in their canoes, shouting and gesticulating, while the women and children ran out of their huts to the shore to look at us. These Indians are harmless, and live principally by fishing, and are very grateful for any tin can or empty bottles thrown to them from the steamer. They are of Carib descent, and were formerly much more numerous; but the cruelties practised upon them by the Spaniards and Venezuelans have driven them away, or at least much further

into the woods. Even of late years, the government of Venezuela — if the parties in power can be called a government — have levied taxes on the Indians which they knew they were unable to pay, then sent out soldiers to bring them in and make them work on the government plantations without pay, which is only another form of slavery.

These villages have about four or five acres of cleared land around them, on which they grow corn, plantain, and yams, sufficient with the fish and game they catch to keep them. Those that came off in their canoes seemed fat and well. If any one dies he is wrapped up in strips of fibre, then put into his hammock, and suspended as far from the ground as possible between two posts. Such a burial-place we passed and obtained a photograph of it which we have reproduced in this work. Several Indian villages are passed similar to the first one, and then the first white settlement is approached. This proves to be a single hut varying but little from the Indian ones, except it is partly enclosed by walls made of mud baked in the sun. The children, too, have something on, while some garments hang in the sun to dry, and the garden shows a little more variety — some sugar canes, a pawpaw tree, and several cocoanuts. All these are signs of civilization, but the canoe, and general dirt and squalor, and color too, are very much the same. Leaving this lonely squatter we push on, and presently on the right bank we come in sight of a more pretentious abode. This is a small sugar plantation.



INDIAN GRAVES, MACAREO RIVER.

We see the primitive appliances for crushing the cane, and the open boiling-house, where, in large iron pans, the juice is boiled and evaporated until a coarse brown product is obtained. The residue is converted into rum, in a still something like a teakettle. A Trinidad or Demerara planter would recoil with horror from this primitive mode of manufacture, but it answers the owner's purpose well enough; he has no competition to put up with, and it affords a good example what extreme protection will do for a country. Sugar, coffee, cocoa, salt, cotton, and many other articles are absolutely prohibited from entering Venezuela. The result is that sugar sells for thirty cents per pound, salt ten cent, etc.

THE ORINOCO.

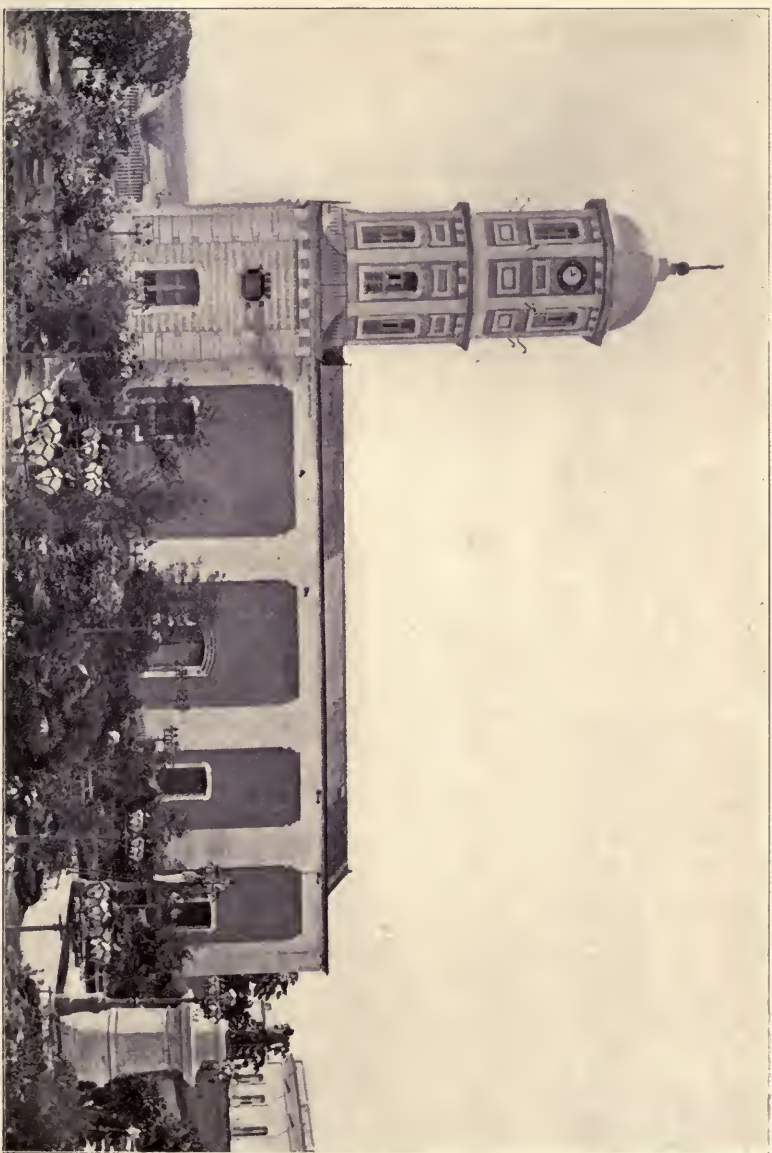
Houses and plantations now become more numerous until Barrancas is reached, a straggling village with a large corral or pen, capable of holding three or four hundred head of cattle, from which they are shipped and carried by this vessel on her return voyage to Trinidad, for the supply of beef to that island.

After leaving Barrancas the river changes its aspect, for now we are on the Orinoco. It is much wider, huge stony bluffs appear, the land is more open, while in the distance appear the mountains of Guiana, a low spur or branch of the Andes. Now, turning a sharp corner, a vast sheet of water is opened up, at the lower end of which in the distance appears a fortress. This is where the famous fort was built by Sir Walter

Raleigh, when that bold buccaneer forced his way up the Orinoco and proceeded to search for the land of El Dorado among the possessions of the Spaniards. Curiously enough, Raleigh and his followers, according to all traditions, must, in their attempted passage through the country, have actually passed over the spot where the greatest quantities of gold are now produced—the wonderfully rich mine of El Callao. Raleigh mentions frequently that he saw gold embedded in white quartz, and it is singular that it is white quartz which produces the most gold at that mine, whereas in other mines the gold-bearing lodes are blue. It was this expedition which eventually, through the cowardice of James I. and his fear of the Spaniard, lost Raleigh his head. The proud viceroy of South America never forgot or forgave the blow inflicted on his prestige and power by the bold Englishman, and Raleigh's blood was needed to quiet the fears and satisfy the pride of the Spaniard whom he so often defeated. Passing Raleigh's fort, the small town of Las Tablas is reached, on the river bank, at which persons visiting the mines generally disembark, a process attended with some difficulty unless you have previously been to Bolivar and obtained a permit.

CIUDAD BOLIVAR.

The next important stopping-place is Ciudad Bolivar, or, as it was formerly called, "Angostura." This city is the capital of the State of Bolivar, which comprises about one-half of the land-area of Venezuela, and contains a population



OLD SPANISH CATHEDRAL, BOLIVAR.

of about ten thousand. The city is built upon a hill of solid rock, and commands an extensive view of the Orinoco and the wide-stretching plains on both sides of the river. The streets run at right angles and parallel to the Orinoco, but are very steep and poorly paved. It contains a cathedral, — being the see of a bishop, — built in the time of the Spanish colonists. There is also a large and spacious government house, in which a fine collection of documents relating to the history of this section of the country is kept in excellent order. A federal college of the first class, with a good library, and under the direction of a staff of teachers, gives instruction to about one hundred and twenty-eight boys, who receive a good liberal education. A public square well kept, in which is a fine statue of the liberator Bolivar, stands on a handsome pedestal. This was the first monument erected in honor of the hero of the country in Venezuela, the man who sacrificed all his large fortune to effect the liberation of Spanish America, and received so little recognition from an ungrateful country that when he died his friends had to pay the expenses of his burial. There is also a market place, very poorly supplied; two hospitals, one for men and one for women; a theatre well patronized, a Masonic lodge, a Roman Catholic and Protestant cemetery. The principal street, where the stores of the merchants are, faces and runs parallel to the river; between it and the water a long line of trees has been planted, affording a much-desired shelter during the heat of the day, which here is

very great. If it were not for the breeze which blows up the river regularly every day it would be unbearable ; no human being could stand it. The thermometer ranges from ninety-six to one hundred and twelve during the middle of the day. It is said there that at the creation, after the six days were over, the devil stole a mean advantage during the Sunday's rest and threw up Ciudad Bolivar as an outpost. Inland behind the town is a large lagoon which is dry when the river is low. Almost all the houses are of the old Spanish type, one story or at most two high, with flat terraced roofs and windows heavily barred ; generally whitewashed, with a dado or border up to about three feet from the ground, of some bright color. The little yards or gardens behind, without which no Spanish house is complete, have been brought into cultivation by earth brought in baskets from long distances.

All the houses have large, projecting balconies supported on posts, under which the pavement of the street runs, thus affording some shelter to the passenger. There are no walks or drives except up and down the principal street, by the riverside ; all the country around is one dreary desert, either swamp or lagoon or sandy savanna, where only coarse grass can grow. The place is not unhealthy, it is merely hot. The bare black rock on which it stands gets almost red hot at noon, and never at any time gets cool. The women of the better class are seldom seen except at early mass, about four A.M. It is considered highly improper to visit ladies of a family except



in the presence of their husbands or fathers, in fact, any lady who receives a call from a gentleman friend, or was known to be alone with him, forfeits her reputation. If a young man wants to see a young lady he asks for her father and sees her only in his presence, or with some duenna sitting by her side.

THE UPPER ORINOCO.

The Orinoco here is very narrow, and a spur of the same rock on which the town is built juts far out into the river and renders navigation very unsafe, while the narrowness of the channel enables the town to command the waterway. The river here is about eight hundred and fifty yards wide, and right in the middle of the mighty stream rises the immense rock called "*Piedra del Medio*," surmounted by a large cross. It is never overflowed by the great annual rise of the river, which may be calculated at about seventy feet, and serves as an excellent meter to gauge the rise of the Orinoco. The river begins to rise in the month of March, from the melting of the snow in the Andes, and continues rising until August, when it is at its highest; it then commences to fall until February, in which month it is always lowest.

The head waters of this river have never yet been reached, though several parties have attempted to get there. The vast forests and plains in which it rises are peopled by Indians never yet subdued, and who will permit no white man or stranger to intrude on their territory.

With the tribes occupying this part of the country remains the secret of the Worari poison ; with it they smear arrows as well as their other warlike implements, and a scratch means death without remedy. These tribes have a habit of serving a sort of notice on any traveller trying to penetrate their country. If he retires on receipt of it, all is well, and he is not molested by them. If, after receiving it, he perseveres and tries to go forward, an implacable and unseen enemy dogs his every step ; by day and by night he is attacked ; from every tree, from every bush, a poisoned arrow flies, till at last, worn out and exhausted by this continual strife, he and his party fall a prey to their ferocious enemies.

There are no wharves on the Orinoco. The great rise and fall of the river renders the erection of them nearly impossible. When the river is high the difficulties of unloading vessels are not so great, as they lie alongside of the river-bank and discharge from the deck thereon ; but when low the steepness of the immense sand-bank which exists in front of the city makes the use of carts quite out of the question, and renders the work of unloading not only expensive but very long. The cargo has to be carried on men's shoulders from the brink of the river to the Custom House, and at the rate of twelve cents per one hundred and twenty pounds. The distance from Port-of-Spain, Trinidad, to this city by the channel of the Macareo is about four hundred and fifty miles, and this is as far up the river as steamers can ascend when the river is





low. When the river is high it is entirely different : steamers can go thousands of miles into the interior, even to the Amazon. The Orinoco forms the highway of communication of the whole republic, uniting as it does the northern as well as the southern part, and with its tributaries forms a network of internal navigation unrivalled in any other country on the face of the globe. It flows through thousands of miles of virgin forest teeming with the most precious woods, through vast territories abounding in varied and innumerable tropical productions, through immense plains on which numerous herds of cattle roam, through soils of the richest fertility, through different zones of great heat, a genial spring-like temperature, and extreme cold. Indeed, it may be said with truth that the Orinoco is the key to the whole of the vast continent of South America. By the Rio Negro it is joined to the Amazon, thus rendering Brazil accessible to steamers from the coasts of Venezuela. It requires no stretch of the imagination to suppose that the commerce which will some day be developed by means of this noble river will unquestionably be of vast importance.

INHABITANTS. — GOVERNMENT.

Before that, however, the country will have to be peopled with another race different from that now inhabiting it. It is not under the dominion of the white race; two-thirds of the people are of mixed Indian and Spanish descent, the other third of white, negro, and all three races together.

There is not more than one per cent. of pure whites in Venezuela, and of those many are newcomers, — English, American, German, and Corsican. Crespo, the President of the republic, is one-half negro, the balance white and Indian. The Venezuelan of white and Indian blood considers himself superior to one with negro blood. The worst combination is a peculiar mixture called Zamboes, the descendants of Africans and Indians, which has produced a breed which in Venezuela is looked on as singularly ferocious; and out of ten crimes committed, at least eight are attributed, and with reason, to Zamboes. During the wars they have proved the most cruel and blood-thirsty of all troops, neither taking nor giving quarter, and have fairly outrivalled in that respect the Llaneros or cowboys of the plains, to which class Crespo belongs.

The constant changes of presidents or dictators, and consequently the very unsettled condition of the country and insecurity of property, have been the great drawbacks to the prosperity of Venezuela. It would seem that the Latin races were incapable of self-government. When a ruler once obtains power, it is difficult to dispossess him with anything short of a revolution. Gusman Blanco had a longer lease of power and had a firmer hold on the people than any of their former presidents. By an article in the constitution, the President was only elected for two years, and the same person could not hold two consecutive terms of office. Therefore between Blanco's presidentships there has been a



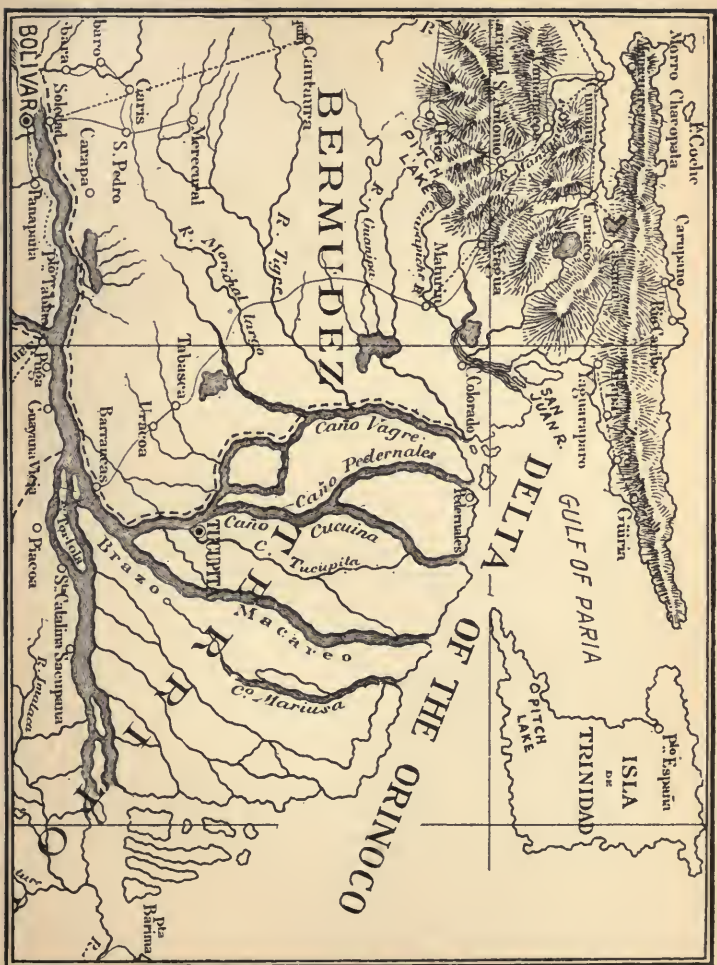
SUBURBS OF BOLIVAR.

succession of warming-pans as it were, he returning to power as soon as the law permitted, and the retiring Presidents falling back into their native obscurity; but each one while in power did all he could to fill his own pockets, and those of the needy set of adventurers who surrounded him. Blanco's last dummy was Andreas Palacio, who was overturned by Crespo and his cowboys, who upset this order of things. When Crespo got into power he had the constitution changed so as to give him a longer lease of power. Blanco retired to Paris and is living in a palace there with \$20,000,000 which he obtained from "concessions," and Palacio ditto with \$2,000,000.

When Bolivar freed Venezuela he gave, as the only reward possible, the land and trade of the country to those who had freed it. All the generals applied for something, — grants of land, special powers to trade, etc. For instance, Tonka beans grow wild in certain districts, and used to be collected by the natives and brought down to the merchants at Bolivar, who bought them up and shipped them to the United States, making a considerable profit; and a large trade was done in them, which gave employment to a great number of people. However, one general, scenting plunder, applied and got a "concession" to gather, sell, or export Tonka beans. The merchants of Bolivar, seeing a very considerable trade slipping from their grasp, met and presented a respectful petition to the President, asking him to abolish this concession, on

the ground that it was a great injury to trade. The Governor of Bolivar called a meeting of the merchants who had signed the memorial, which they all attended, except one wary old fox, who suddenly became unwell and went down to Trinidad for his health. On reaching the government house they were informed that the President had read their memorial, that he considered it inimical to the government, and that he, the Governor, was directed to give them a fortnight's confinement in prison to reconsider the matter; and imprisoned they accordingly were. No further memorial reached the President from them. A German house in Bolivar paid a large sum yearly to the concession holder, obtained the privilege of collecting and exporting all the Tonka beans. The people who collected them had to pay for leave to do so, they must bring them to this house, which buys at its own price, and, fearing no competition, sells or holds back as the foreign markets suit it.

Crespo owns many concessions, — gold mines, the use of the Macareo river, which really means the navigation of the Orinoco, the sale of butter and milk in Caracas from his own farm, and the shipping of cattle to Trinidad, etc. By the time he is dispossessed of his office he will retire with as much wealth as his predecessors, and then the country will have to go through the process of being robbed by another set of cormorants. How a State gifted with one of the best codes of law in existence could, through the utter depravity, greed, and cruelty of successive chiefs, have



fallen into its present state is not within the scope of this chapter to say. Foreigners who have made loans to the government are openly laughed at and their claims derided. Negotiations with such a government are utterly useless. Diplomacy is powerless with men who, while stickling for the point of honor, lie without scruple and cheat whenever it serves their purpose. Without arms, or men to use them, all their defences in ruins, and relying solely on the forbearance of their victims, they talk and swagger with the insolence of a first-class power. The only way justice can be obtained by foreigners is through the presence of a gunboat at Laguyar; then all that is required is granted without a murmur. Trinidad is a constant source of irritation to Venezuela, as it affords a harbor for smugglers and revolutionists. Blanco and Crespo both started from here on their expeditions, and while the island by its position at the mouth of the Orinoco should command a great trade with Venezuela, it is hampered and obstructed by the Venezuelan government, which imposes an extra *ad valorem* duty of thirty per cent. on whatever comes from or through Trinidad. This policy causes an immense amount of smuggling of goods through Trinidad into Venezuela, aided by the connivance of the Venezuelan custom-house officers. It is estimated that not one-tenth part of the duties is collected by the government.

The State of Bolivar, or Guiana as it was formerly called, is separated from the rest of the

COUNTRY RESIDENCE POI WAP





republic by the Orinoco. This vast region is as large as France, and comprises one-half of Venezuela, and contains a population of only about 50,000, only two inhabitants to the square mile, while the island of Barbados contains 1,200 to the square mile, and Trinidad, although but one-tenth inhabited, contains a population five times greater than this great wilderness which has been inhabited since 1575.



COUNTRY HOTEL IN VENEZUELA.



CHAPTER XI.

THE GREAT VENEZUELAN PITCH LAKE — ITS DISCOVERY AND DEVELOPMENT.

To a person visiting Trinidad, and having time to spare, it would be a mistake to go away without visiting one of the greatest natural curiosities of the world. This is the newly discovered Pitch lake in Venezuela. It is situated in the interior of the State of Bermudez, on the westerly side of the Gulf of Paria, opposite the Island of Trinidad. It can be reached in a steamer of the New York & Bermudez Company that goes weekly from Port-of-Spain to Guanoco. It takes a day and night to make the trip, each way. If a person desires to go hunting, no better place can be reached from Trinidad. Here will be found primeval forests which abound with game of all descriptions, jaguars, peccaries, monkeys, turkeys, macaws, ibis, parrots, etc., and in the rivers fish of all kinds, manatees and alligators. This wonderful Pitch lake is one thousand acres in extent, and as it is incessantly, though imperceptibly, in motion it may well be called inexhaustible.

A brief description of its discovery and development may prove of interest to the reader. During Gusman Blanco's administration an Eng-

lishman was granted the concession of all the natural products of the State of Bermudez, and a company was organized in the United States, under the name of the "New York & Bermudez Company," for the purpose of developing the same. The company at first confined itself to the exporting of the products of the forest, principally timber. This, however, not proving remunerative, and the Indians reporting the existence of a vast deposit of asphalt in the interior, it was determined to send a competent person to explore the country, and examine into the genuineness of the reputed Pitch lake. Mr. A. H. Carner, a civil engineer then in the employ of the Baltimore & Ohio Railroad, a man well versed in the development of such enterprises, was the person selected for the undertaking, and, as future results showed, no better selection could possibly have been made. The writer met Mr. Carner in Port-of-Spain while obtaining material for this work, and was kindly invited by him to visit this wonderful pitch deposit. It was during this visit that the information contained in this chapter was obtained from this pioneer of Venezuelan forests.

In the early part of 1887 Mr. Carner arrived in Venezuela. After diligent inquiry and search he fully ascertained that such a deposit existed, but that it was only locally known to the Indians and half-breeds in that region. The only known approach was by way of a small river, known as the Guariquen river, having its source some thirty-six miles inland among the hills,

near a little village of the same name, reached by the company's steamer "Mercedes." A guide was obtained here who led the exploring party over a trail which traversed dense virgin forests, swamps, and mountains, and which ended at what is now known as the Great Bermudez Pitch lake. Here was found a vast deposit of asphalt, ninety-five per cent. pure; in some places liquid, in others hard and brittle; this latter is known to the trade as "glance pitch," from which varnishes and paints are made. The larger portion of the lake was of the same consistency and appearance as the Trinidad Pitch lake, intersected with pools of water, and in some places with great gas-bubbles as large as a small-sized hut. In one place was found the remains of a tiger whose feet having been caught in the soft pitch had starved to death. Here and there were clumps of bushes and grass growing out of the hard pitch, appearing like islands in the lake; in one of these was found the lair of a tiger or some other large wild beast.

The lake is about two miles across in its widest part, and is bounded on the north by the mountain just crossed, and surrounded on all other sides by vast wildernesses of swamp and forest.

As viewed from the mountains this wide expanse of asphalt seemed to extend for miles in all directions, its limits reaching beyond the vision and fading into the horizon.

Some two months were spent in looking over this natural wonder, with a view of ascertaining

the feasibility of bringing it into commercial uses; during this time a few shipments were also made, being carried over the mountains on the backs of donkeys to the shipping place; from there put on board the steamer "Mercedes" and sent to Trinidad, where it was transshipped to the larger steamers plying between Port-of-Spain and New York. After careful consideration Mr. Carner reported to the company that the development of this wonderful and valuable deposit for commercial purposes was impracticable, owing to the many physical and natural difficulties which beset it on every side: a bar at the mouth of the Guariquen river, with a silted bottom, which never could be kept dredged, and with only a depth of thirteen feet at high water; a very crooked river, with soft embankments and a muddy bottom which low tide left high and dry for more than a mile from the landing place; and a winding trail over swamp, hill, and mountain, alternately, for a distance of about twelve miles.

The construction of necessary facilities for transporting the asphalt would have cost at least half a million dollars, and would not then have been complete, by reason of there not being sufficient water for ocean-going vessels.

On some of the various journeys over the mountains, however, a bluish streak in the atmosphere was noticed far to the south of the asphalt lake, just hovering over tree-tops; this gave the hope that one or more waterways might exist in that locality. Preparations were immediately

made to test and prove the possibility of this new approach from the south. The old trail was retraced, from the north, to the large and open surface of the glistening pitch lake three-quarters of a mile from its outer edge; its geographical position was ascertained by nautical observation.

Returning to the port where the steamer "Mercedes" was anchored, the exploring party again started out on what proved to be a successful though laborious expedition.

Leaving the Guariquen river they steamed over the "Maturin bar," which contains an abundance of water throughout, into the San Juan river — a second Orinoco without its dangers. They navigated this river for many miles, to "Paraie," a little settlement which nestles at the foot of "Buen Pasteur Mountain," or "Mountain of the Good Shepherd," whose sides rise almost perpendicularly from the river's edge to a great height.

From the summit of this mountain the explorers took another observation, and found that they must retrace their steps and seek an entrance into the interior by means of one of the many small cañons or branches of the San Juan.

Procuring the services of Brito, a little Venezuelan pilot, who has since been identified with much of the pioneer life of Guanoco, the party returned some thirty miles to a tributary on the right hand, now known as the "Guanoco river," and which the Indians of the section said led to a great lake of asphalt.



SHIPPING PITCH FROM THE DEPOSIT.

Into this river they turned and steamed slowly on, sounding carefully with lead and line, until arriving at the base of a chain of hills, and finding farther navigation difficult and dangerous, the anchor was dropped. Here was found the first high ground since entering the river. It was occupied by an Indian family, and was the future site of Guanoco settlement. From the Guarauo Indian of this place it was ascertained that a great lake of pitch existed not far away, where they went to catch small fish found in the pools of water which collects in the fissures of the pitch. The pitch itself they use for their canoes and arrows.

They also said that the moriche palm was found in great abundance, from the fibre of which they make their hammocks, and from the sap and fruit of which they make an intoxicating beverage. The temiche palm, used by them as a covering for their huts, was also said to abound. The time required to reach the lake, or the distance, they did not know.

With this meagre information the first expedition started out, headed by Mr. Carner with an assistant engineer, four Indian guides, Brito the pilot, and a young interpreter. Leaving the steamer they rowed on in a small row-boat until they reached a narrow cañon, or branch of the main river; into this they turned and stopped at a narrow opening, where they landed and continued their journey on foot, following the guides, who, in addition to the lunch-baskets, each carried a "machete" or cutlass, with which to cut

away the low underbrush, which seemed almost impenetrable. The mangrove trees, with their twisted roots, formed formidable barriers, while their leafy branches were so dense that the sun could barely penetrate. Over the grotesque, twisted mangrove roots they climbed, many times sinking to the waist in the soft, black mud which is found along the lowlands. After what seemed miles of travel they were apparently no nearer the object of their search. The guides became exhausted by the constant struggle to drag themselves out of the black mud into which they sank at every step. It was noticed also that they examined most carefully the trunk of each tree passed, and now and then one of the younger ones would climb one of the larger trees, to sight the surrounding country.

The day was far spent, and darkness was settling over the swamps, when the guides acknowledged that they had lost the trail, marked by notches cut in the trunks of the trees. To continue would be useless, and to attempt to find the trail just lost would be equally so, for the shades of night gather very quickly in the tropical forests.

A little farther on, however, was a fallen mangrove tree whose twisted and distorted roots formed natural seats, beneath and around which were deep pools of muddy water. Upon this they climbed, and resigned themselves to the horrors of a night in a tropical forest and swamp. The Indians made a camp-fire, to keep away not only mosquitoes and sandflies, but tigers and

snakes, which were said to abound. To add to their misery, the rain soon came down in torrents, and the bright light of the camp-fire soon grew dimmer and dimmer, until at last they were left in total darkness, perched upon the roots of the mangrove, and wishing most heartily that pitch had never been heard of.

Fortunately the darkest nights pass, and dawn seems all the brighter, and the first streak of daylight was gladly welcomed by this little party.

Finding the Indians were completely lost, it was decided to find the way back to the steamer, if possible, and send to the Indian village, not far distant, for one of the older Indians, and start out afresh.

The next trial was successful, and when the direct trail was opened the distance was found to be infinitely shorter and far more practical.

The title to the whole of the lake property was then obtained in fee-simple, and in 1888 the initial steps were taken toward locating the little settlement now known throughout the shipping world as Guanoco. Clearings were made in the dense jungle, houses constructed for the laborers, a temporary jetty made for landing machinery and provisions, and the line opened and surveyed from the lake to the jetty.

The cutting of a trail through the dense swamp was only the commencement of the many difficulties to be overcome; to be appreciated, the railroad through this tropical swamp must be seen. Many months were spent in cutting down the jun-

gle and the great giants of the forest ; the Indians cut away the brush and scrub, and the Venezuelans and negroes felled the trees. Numerous trips had to be made to Trinidad for negroes and supplies. The negroes soon tired of hard work in the swamp, where they were certain to have the fever in a very short time. When the roadway was cleared, then came the most difficult task of all — the building of a solid road-bed for a distance of over five miles.

In 1890 a vigorous start was made, suffering frequent interruptions from scarcity of labor, want of food, and fever ravages ; but the Yankee courage never failed, and the work of laying the rails still progressed until the close of '90, when the last length of rails reached the pitch lake, five and three-tenths miles distant from the shipping wharf, over rivers, through one continuous jungle of tropical growth and dismal swamp.

These first years of pioneer life were full of thrilling incidents. Tigers abounded, and now and then would pay a nocturnal visit to the stock-yard and help themselves to a chicken or young pig. Emboldened by their repeated successes, one entered too close to the camp one night, and paid the penalty of death. Snakes of all descriptions were most plentiful, and many narrow escapes did they have from these ugly reptiles. Coiled among the green leaves of the low-hanging branches of the mangrove tree, they could not be detected, but a splash in the water, one dark night, of a boa constrictor proved to the occupants of the passing row-boat that they had just

TERMINUS OF RAILWAY, PITCH LAKE, VENEZUELA.



escaped what would have proved a very disagreeable embrace.

Centipedes and tarantulas abounded, the latter being most dreaded from its propensity to hide itself in the crown of a hat or the folds of a coat which had not been constantly in use.

The red howling monkeys swung among the branches of the trees, and their howlings made the early morning hours most doleful; but the whistle of the locomotives and steamers has driven them farther back into the woods, for the monkey does not like civilization any better than did Juancito the Guarauno, who, with his family, had lived in the quiet solitude of that wilderness, content with fishing in the rivers or hunting with his dogs the game of the mountains, but who at the first glimpse of the pale-faces, who intruded themselves on their domain, silently filled their long baskets with their chinchorros and hastily fled through the dense underbrush to the banks of the river, and stealthily paddled away in their canoes, leaving their thatched hut, with embers smoking on the rude stone fireplace, deserted.

Once or twice only, since his departure, has Juancito brought his squaw and children to view, from afar, their old camping-ground; but all is changed, and nothing remains of his old home but the lime and mango trees, which, to-day, cast their shades and bear their fruits for strangers. Probably in the depths of their stolid natures was a feeling akin to the heart-aches felt by more civilized individuals when they also have realized

the changes in the old home wrought by time and absence.

The development of this pitch lake, and the bringing of the asphalt into the market, has been a work requiring the greatest possible physical endurance and determination, and the successful conclusion is entirely due to the skilful management and untiring zeal and enterprise of Mr. Carner. Guanoco, the Pitch lake settlement, owes its existence, name, and present state of thrift and activity to him and his wife, who has shared his toils and privations in this wilderness for the past ten years.

The facilities are such that a vessel can now be loaded in one day. A visit to this lake on the company's steamer will amply repay the visitor. It will be a trip unequalled in the world, never to be forgotten.

CHAPTER XII.

TOBAGO, GRENADA, AND ST. VINCENT.

A person coming to or going from Trinidad by the Royal Mail Steamers will find it greatly to his advantage to stop off at Tobago, Grenada, and St. Vincent, on his way from or to Barbados. The steamers run between Barbados and Trinidad every two weeks, touching at the above-named islands, and if the tourist has not sufficient time at his disposal to stop off and wait for the next steamer, he will still have sufficient time at each island to go ashore for a drive or walk about the island, and see most of the sights.

TOBAGO.

The first island met with after leaving Trinidad is Tobago. This is the island where DeFoe in his story located Robinson Crusoe, and Trinidad the island from whence the cannibal savages came.

Tobago is situated a little over 18 miles from Trinidad. It is 26 miles in length and 7 or 8 miles wide; its area is 114 square miles, containing about 73,313 acres. Its geological formation, like all the Caribbee Islands, is principally volcanic. Its physical aspect is picturesquely irregular, consisting mainly of alternate ridges and

valleys running from the main ridge down to the sea. The leeward end, however, is flat and of coral formation, and has less of a rainfall and scantier supply of water than the windward end. The main ridge occupies the centre of the island for about two-thirds of its length, is covered with high woods (which form the "Rain Reserve") that, in order to attract and retain the rainfall, are never allowed to be cut down. At Pigeon hill the ridge attains the elevation of 1,900 feet from sea level, and is considered the highest point in the island. About one-third of the total acreage consists of primeval forest, about one-third of second-growth wood which has overgrown what was once cleared ground, and the remainder of more or less cultivated lands. It is supposed that Columbus discovered Tobago in 1498, on his fourth voyage, when he discovered Grenada and Trinidad. But the only trace of his discovery seems to consist of the statement that the name Tobago or Tabago was bestowed on the island by him on account of the fanciful resemblance of its shape to that of a pipe so called by the Indians, which they smoked tobacco in.

SETTLED BY THE ENGLISH.

The authentic history of Tobago appears to begin in 1580, by the hoisting of the English flag by some enterprising English sailors. Then from 1608, when King James I. claimed it, down to 1803, it became the debatable land of the West Indies — a bone of contention between the British, Courlanders, Dutch, and French by turns, with

occasional visits from Spaniards, Caribs, and Yankees. When in June, 1803, it finally passed under the British flag, it was doubtless the most heavily fortified island in the West Indies ; for, in addition to the guns of Fort George at Scarborough, there are still to be seen at every four to six miles round the island, in the most commanding positions, the remains of abandoned batteries of two to three guns each, with the guns still mounted, or lying about in all possible stages of rust and decadence. Besides them, the only souvenirs of those stirring times are a few old tombs, with illegible inscriptions, on the north side of the island, supposed to be the relics of the Courlanders and Dutch who settled there ; the French names of some streets in Scarborough ; and the admirably engineered roads the French laid out all round and across the island, which have been so carefully looked after by us that the greater part of them are now impassable and overgrown with forest ; and the quaint old-time scrap of history that in 1662 Mynheer Adrian Lampsius, of Flushing, procured letters patent from Louis XIV. creating him Baron de Tabagie, which title, along with those of the Italian duchies of Mantua and Monteferrato, was claimed not long ago by Madame Ann Groom-Napier, the present or recent owner of Merchiston estate in St. Paul's parish. During those times (1608-1803) Tobago was the scene of several naval battles. In 1666 Admiral Sir John Harnian defeated the combined Dutch and French fleets which had rendezvoused there. In 1677 a French squadron under Count

D'Estrées fought the Dutch ships and batteries in Courland bay from daybreak till sundown. D'Estrées' ship, the "*Gloriem*," of seventy guns, being blown up and two others stranded, but Mynheer Binks and his "*dour Dutch dogs*" were victorious, although with the loss of several ships. However, later in the same year D'Estrées came back with a strong force and captured the island, killing Binks with most of his officers, and sending three hundred Dutch prisoners to France. Early in 1778 the United States equipped a squadron composed of two ships, three brigs, and a schooner, with the intention of capturing Tobago, but they were met by Captain Vincent in the "*Yarmouth*," of sixty guns, some leagues to windward of Barbados, who in a short engagement blew up one of their ships, the "*Randolph*," of thirty-six guns and three hundred and fifteen men, while the rest of their squadron, "with a vast deal of discretion," made their escape in a more or less damaged state. Tobago can show a very pretty list of land engagements too — about ten. But the one she has most reason to remember and be proud of was the most gallant and protracted defence made by the colonists led by Lieut.-Gov. George Ferguson in 1781, against a strong French force, under the Marquis de Buille, which captured the island.

DESCRIPTION OF THE ISLAND.

Tobago is well watered by streams rising in the Main ridge. In most of the valleys they are large enough to drive machinery. Most of those

in the Windward district were utilized in that way before the introduction of steam-engines, and would now again with improved water-wheels give cheaper and better service than steam. None of the streams are now navigable, but there are indications that in the last century some of the Windward streams took boats or punts up as far as a mile and a half from the sea. The island is well supplied with shipping bays, among which may be named the magnificent and capacious harbor of Man-o'-War bay (or, as it is called in the old maps, Manowa bay), which is almost the shape of a horseshoe, and about four miles across at the widest part. In war time it used to be the rendezvous where the sugar and other merchant ships collected to meet the frigates and other men-o'-war that convoyed them to their destined British ports. In one corner of it there is a creek called Pirates' bay, which the buccaneers of old are said to have frequented for the purpose of careening their vessels, and to lie in wait for Spanish vessels bound home from the mouth of the Orinoco; and, as might be expected, stories of their having buried immense treasure there are current in the vicinity. All round the coast lie valuable fishing-banks, one of which, the Great Guinea bank, lies off the mouth of Man-o'-War bay and stretches nearly half the way to Barbados. These banks, if properly worked, are capable of supplying most of the West Indies with cured fish of a much superior quality to the imported article. On and near the Boocoo and other coral reefs are to be found the sponges, conchs, and sea-slugs

(*Halothuria*), etc., which in other tropical waters are valuable articles of trade; and a legend that is well worth verifying states that the mother-o'-pearl shell is also found in these localities. The well-known red (bank) snapper is the great bank fish, and among the numerous other valuable edible sea-fish are the various other kinds of snappers, mackerel, and cavali, balahou, jack, kingfish, grouper, blackjack, mullet, besides several sorts of turtles.

The value of muscovado sugar has steadily decreased since 1834, so that from about eighty estates then cultivating it, the number is to-day reduced to about half a dozen, and its total extinction appears not far off. Cocoanuts are now largely planted in the Sandy point district, and to Windward several large cocoa estates are coming into existence, along with a considerable number of small holdings which are planting up cocoa and coffee. The price of land has decreased from £2 5s. per acre in 1780 to ten shillings per acre at the present time. The only hurricanes on record occurred in August, 1790, 1831, and October, 1847, which latter is estimated to have done about £150,000 worth of damage.

GOVERNMENT.

In 1764 King George III. gave an elective constitution to the colony, consisting of a Legislative Council and an Assembly. This existed with very little change down to 1874, when by a local act one Legislative Assembly was established in place of the two Chambers. But in 1876 the

Legislative Assembly passed an Act abolishing itself, and was succeeded in 1877 by a Crown colony establishment of the ordinary type. In 1889 Tobago was annexed to the government of Trinidad, but was given an elective Financial Board which manages the revenue of the island.

The population, according to the census of 1891, was 18,353. The island is about the healthiest in the West Indies, only one serious epidemic being on record, in the end of 1820. There are no large swamps to form malaria magazines, and the average rainfall is about 65.90 inches, and average temperature about 81 degrees Fahrenheit. Tobago is well adapted for stock-raising, both on account of its luxuriant pastures and its freedom from vampire bats and the various insects which are so troublesome to cattle in Trinidad and elsewhere; sheep also thrive well usually, but are subject (the negroes say) to an epidemic disease which is very fatal about every three years. There are a few snakes to be found, but no poisonous ones. There are several varieties of lizards, and some small alligators in the larger streams. According to the late Mr. Kirk's list, there are one hundred and forty-eight species of birds found in the island, inclusive of the "cockrico" (*Ortalia ruficauda*), a game bird of the pheasant tribe which is absent from Trinidad; the wild animals are, with some few exceptions, notably that of the lappe (*Clogenys paca*), the same as those found in Trinidad. In the streams the "mountain mullet" takes the fly like trout, in suitable weather.

The first landscape and seascape artist who comes to the West Indies in search of fresh prospects ought to inspect Tobago. There is more variety of hill and dale, forest and stream, islands, bays, coral reefs, palm-trees and sunsets, to the square mile than in all the rest of the West Indies put together. There is a site for a sanitarium on Telescope hill that has no peer in the tropics for fresh air, sea breezes, and scenery. A perfectly unique experience of the æsthetic kind may be obtained by any one who will take the trouble to sail at dawn into Man-o'-War bay, when the cogwood and other *Tecomas* are in bloom, and all the ridges bounding that immense horseshoe are clothed in gorgeous vestments of green and gold all the way from Rose point to Obiman point. Every little puff of the breeze will envelop him in viewless clouds of a magnificent, perfect, and quite indescribable scent.

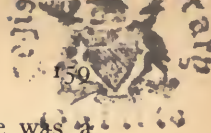
GRENADA.

Grenada is about 96 miles north of Trinidad. It is about 21 miles in length and 12 miles in breadth, and contains a population of about 76,000. The island is of volcanic origin, abounding in streams, mineral and other springs. There are lakes in the mountain, and a volcanic crater not wholly quiescent. Among the hills are delightful valleys and beautiful scenery; but the especial value of Grenada to Great Britain is its deep and land-locked harbor, the finest in all the West Indies. The entrance to the harbor of St. George is hid amid a confusion of crags and

ST. GEORGE, GRENADA.







precipices where no one could guess there was a refuge for even the smallest fishing-boat. The sight of it conjures up the spirits of the pirates who in olden times devastated the Spanish main.

At the entrance to the harbor, on the northern side of it, extending along the crest of a bold promontory, are the well-preserved walls and battlements of an old fortification, a stronghold constructed by the French, and afterwards strengthened by their successors, the British, whose soldiers and sailors have, except at short intervals, kept watch and ward over it for a century and a half. On three sides of the harbor wooded hills rise till they pass into mountains; on the fourth is the castle with its slopes and buttresses, the church and town beyond it, and everywhere luxuriant tropical forest-trees overhanging the violet-colored water.

ST. GEORGE.

The town of St. George contains a population of five thousand, who have builded their quaint habitations under the crest, on one side of the submerged crater that forms the harbor. The houses extend upwards over a high ridge, a rocky isthmus that connects the promontory, on the summit of which is Fort George, with the inland heights called Hospital hill. The thoroughfares, climbing at right angles to the wharf, ascend a steep grade, and the dwellings on the streets parallel to the sea-wall overtop those in front of them. On the crest of the hill stands the parish church, commanding an extensive

view over the harbor on one side, and on the other far out to sea. The promontory on which is Fort St. George, when viewed from Hospital hill, resembles Monaco in miniature. The fort, once strong and well garrisoned, is now left in the keeping of a few militiamen. The cannon, of ancient make, have nearly all been dismounted; the few remaining are rusty and time-worn. The ditch enclosing the fortress is filled with rubbish and choked with weeds, the parapet is broken down in places, and the face of bastion, ravelin, and curtain-wall are moss-grown and hidden by beautiful shrubbery. Landward from the fort the town spreads out like a map. Behind the houses rise Richmond heights, along the brow of which extends a line of fortifications of great size, connected, it is said, with Fort St. George by an underground gallery spacious enough to permit the passage of troops. Half-way up the slope, between the town and the fortress, stands Government House, surrounded by a garden and commanding a magnificent view. The building is an attractive-looking country mansion, substantially built and charming in all its surroundings, and occupied by the Governor of the Windward Islands.

THE CARIBS.

Before the coming of the French, an old historian says: "The natives were gentle and mild in their manners, had many villages where they lived pleasantly and without disturbance. They were a hospitable race, and supplied strangers

that came near their coast with the bread of their country (cassava). They readily bartered their possessions for such trinkets as were offered to them." According to Du Tertre, an adventurous priest, Du Parquet, the Governor of Martinique, gave the Caribs some knives, hatchets, and a large quantity of glass beads, besides two bottles of brandy for the chief himself, and thus proudly boasts the reverend father: "The island was fairly ceded by the natives themselves to the French nation in lawful purchase."

The Caribs did not long remain in ignorance of the treachery practised upon them by the French, whereby they had been defrauded of their birthright and deprived of the land of their ancestors. They protested against the iniquitous bargains into the making of which they had been betrayed; but they appealed in vain to their rapacious and unjust invaders, and when driven to desperation they declared war, eight months after the arrival of Europeans on their island. A fearful struggle ensued. On the northwesterly part of the island is a rugged promontory called *Morne des Sauteurs* — the Place of the Leapers. Here Du Parquet found a band of about one hundred Caribs, escaped from the indiscriminate massacre by the French, who sought to drive them from the island. The white men fell upon the savages, killed such as made any resistance or effort to defend themselves, put nearly one-half of the band to the sword, and drove the rest to the verge of the precipice. There the Caribs made a last desperate stand. They were again

overpowered, and the last remnant threw themselves headlong down the cliff, preferring to be dashed to pieces on the rocks or to perish miserably in the sea, to being taken alive and sold into slavery by their relentless foemen.

Among other atrocities of which the historian Du Tertre makes mention is the story of a Carib girl, twelve or thirteen years of age, who was taken prisoner and claimed by two French officers as their individual share of the booty. Their dispute led to blows, and the quarrel being taken up by their respective commands, and the discipline of the camp being disturbed, a third officer, for the sake of peace and quietness, ended the matter by shooting the girl through the head. When the Caribs, save and excepting a few who escaped to inaccessible mountain strongholds, had been put to the sword, the white men rooted up their plantations, burnt their villages, and returned to Martinique to sing *TE DEUM* over the success of their crusade, chanting masses for the souls of their victims, who, according to Du Tertre, were slain for the glory of God and his church. Thus perished the Caribs of Grenada. By these methods of warfare a jewel was added to the crown of France. The new owners soon fell into dispute over the division of the spoils. A civil war ensued, which raged with great fury for several years. Peace was ultimately restored, and the colony flourished under French rule for more than a century, until 1762, when it was captured by the English, who, by the terms of a treaty made at the end of the

following year, were confirmed in the possession of it. It was, however, retaken by the French in 1779, and they continued to hold it till 1783, when it was finally ceded to Great Britain by the treaty of Amiens.

PRODUCTIONS.

The soil of Grenada is very fertile. The principal product is cocoa, the soil and climate being particularly favorable to its growth and perfect development. Its cultivation is increasing rapidly; year by year land is cleared and laid out in groves. Large quantities of fruit are also grown. Grenada is, beyond doubt, the great fruit-producing island of the Caribbees. Oranges, mangoes, pineapples, and bananas grow there better than in any other place. Among the other products are sugar, rum, coffee, and cotton. The whites, who during slavery times were a wealthy and thriving community, have now nearly all left Grenada. Not more than five hundred English remain. They have sold their estates to the negroes for what they could get for them. The free blacks have bought them, and about eight thousand negro families share the soil between them. It has become an island of peasant proprietors, and is now the ideal country of modern social reformers. The conditions are never likely to arise again to bring back a European population. Under the wise and just rule of England, and the laws administered by English officials, the negroes will do fairly well, but if left to themselves they would in a generation or two relapse



FRUITS OF GRENADA.

into savages, the same as has occurred in Hayti. This transformation is going on in nearly all the West India Islands, whether under English, French, Dutch, Danish, or Spanish rule, but nowhere else is there a better example shown than in Grenada. In fact, from the writer's personal observation, it would seem that a large portion of America was destined never to be occupied by the white race. That section situated between thirty-two degrees north latitude and thirty degrees south latitude, bounded northerly by the Gulf States and southerly by Chili, Argentina, and Uruguay will be forever occupied by the colored races, except in the mountain regions, where there is a cold climate. During the past fifty years the colored races in this section have increased out of all proportion when compared with the whites; in the portion within the tropics the whites have greatly decreased. The best example of this is the case of Barbados. Ligon, the historian, informs us that when he visited there in 1647 there were 50,000 whites and about double that number of negroes. Two hundred and fifty years have passed, and the whites number but 15,000 and the negro and colored 185,000. This condition also exists on the mainland. For example, it is stated that of the population of Venezuela but one per cent. is white. The only republics that have made any progress since they obtained their independence are the white republics of Chili, Argentina, and Uruguay. Many of the others can scarcely claim to be civilized states.

ST. VINCENT.

This island is 68 miles north-west from Grenada, and is about 95 miles west of Barbados. It is 25 miles in length and 12 in breadth, comprising an area of 132 square miles and a population of about 42,000. On approaching the island there are no outlying islands or rocks, no jagged cliffs or jutting promontories, but springing at once out from the sea, every angle sharp and clear-cut, the island presents the appearance of a huge opaque crystal. Though twenty-five miles in length, St. Vincent appears so small that one might fancy he could row around it in an hour or two.

KINGSTON.

Kingston, the capital of the island, is situated upon a bay open to the west and south-west, deep and spacious enough to float a navy. A sandy beach curves from headland to headland, and upon the northern promontory, six hundred feet above the bay, is perched a fort with massive walls, now used as a lighthouse and signal station. A jetty affords a landing-place from the steamers, fronting which and the sea is the police station, a fine large building of stone, the best public building on the island. A broad street borders the bay, and two more run parallel to it farther back, until the bordering amphitheatre of hills prevents further building. Streets intersect these at right angles and end at the base line of the hills, save three or four which traverse the valleys to estates among the mountains, and two

ST. VINCENT.



that ascend the hills and extend around either shore to windward and leeward. Valleys run up from the bay far into the mountains, and the various spurs of hills increase in height as they recede from shore, so Kingston and its bay are half encircled by a range of hills and mountains above and around whose summits clouds continually play.

The highest peak is Morne St. Andrew ; rising to the east of it and commanding the town is a high steep hill known as Dorsetshire heights, crested by a ruined fort. The sunset view from here is superb. Conspicuous are the royal palms. One house is encircled by them — a white house with bright-red roof. They raise themselves erect in clumps of a score or more, in rows like white pillars with dark-green caps, and stand in relief upon all the hills. A mile from town is an avenue of seventy, which, though its symmetry is marred by the loss of some by hurricanes, is still a beautiful sight. Three miles from town, one mile from the palm avenue in Arno's vale, is a noted mineral spring. From a hole six inches in diameter gushes out a volume of water impregnated with salts that give it value as a medicinal drink. It is equal in strength and beneficial effects to any water from the spas of Europe. It is stated that the water is more strongly impregnated, and that the flow is stronger, on the coming of the full moon. Water bottled at that time will sometimes break the strongest case.

The coast along the entire western shore is picturesque in the extreme, with volcanic rocks

worn into caves, beautiful bays and broad valleys. Near Cumberland is an arched rock which bears the appellation of "Hafey's Breeches," and in the valley is a huge cliff of columnar basalt, both of which are interesting to view.

VOLCANO.

St. Vincent contains the only West Indian volcano from which the present century has witnessed a destructive eruption; the Soufriere that towered above and overlooked the Richmond plantation having, in 1812, burst upon the island with terrible force. This eruption, which seemed to relieve a pressure upon the earth's crust, extending from Caracas to the Mississippi valley, was most disastrous in its effects, having covered the whole island with ashes, pumice, and scoriac, destroyed many lives, and ruined several estates. It lasted three days, commencing on or near that fatal day in 1812 when Caracas was destroyed, and ten thousand souls perished in a moment of time.

Ashes from this volcano descended upon Barbados, ninety-five miles to *windward*, on the first day of May, 1812, when the north-east trade wind was in all its force. Enormous quantities of ashes obscured the atmosphere above the island, and covered the ground with a thick layer. It is therefore certain that the *débris* was hurled, by the force of the eruption, above the moving sheet of the trade wind into an ærial river proceeding in a contrary direction. Since that terrible outburst the volcano has remained inactive; having done

its allotted work, it has since rested. There are three "dry rivers" proceeding from the crater, the channel worn by that resistless flood of lava on its way to the sea. It is two hundred yards in width, barren of vegetation for a mile from the sea, inclosed between high cliffs, clothed in verdure, hung with vines and spiny palms and tree ferns, a wonderful hanging garden. The crater is a vast amphitheatre a mile in diameter, as nearly circular as possible to be, three miles in circumference; the walls run straight down at least twelve hundred feet to the lake at the bottom, the shores of which are incrustated with sulphur, a gray and yellow rim lining the base of the cliffs that dip down, no one knows how deep, into the water of the lake.

CARIB WAR.

In St. Vincent and Dominica reside the only remaining Caribs north of South America. To the ethnologist the Caribs of St. Vincent present an attractive subject for study, for there is among them a people formed by the union of two distinct races, the American and Ethiopian. They are called "Black Caribs" to distinguish them from the typical or "Yellow Caribs." Tradition is to the effect that the Caribs attacked and burned a Spanish ship in the sixteenth century, and took its freight of slaves to live among them; another version, that a slaver was wrecked near St. Vincent and the Africans escaping joined the Caribs. The Yellow Caribs received them as friends, but eventually the negroes possessed themselves

of the best lands, and drove their benefactors to the most worthless. Having intermarried with the Yellow Caribs, they departed from the negro type in a few years. They now form a small community on the north-western shore of St. Vincent, at a place called Morne Ronde. In a valley of the Caribbean side of St. Vincent is a large rock covered with incised figures which are undoubtedly of great antiquity. The central figure is a face enclosed in a triangle; it seems to resemble rude aboriginal representation of the sun. It is conjectured that this was a sacrificial stone used by the Caribs or their predecessors the Arawaks, and this statement would seem to be confirmed by the various channels leading from the attendant satellites to the central figure. A few miles below is another and smaller rock having carved upon it a face surrounded by scroll work. In British Guiana, the home of the Caribs, there are numerous sculptured rocks of a similar character.

There are but a few families of the pure Caribs remaining in St. Vincent, and only a few of the older men and women can speak the original language. In a few years the Carib tongue, as spoken by these insular people, will be a thing of the past, of which there exists but an imperfect record.

The Caribs fought bravely for their independence, and St. Vincent was the last of the Caribbees to come under the rule of the white man. In 1772, the best part of the Carib lands having been seized, the Indians commenced hostilities,

but soon came to terms. Six years later, instigated and aided by the French from **Martinique**, they revolted. Soon the entire island was in French possession without much bloodshed. In 1784 the island was restored to Great Britain by the treaty of Versailles. Incited by the French republicans in 1795, the Caribs again revolted, defeated the troops sent against them, and swarmed upon the heights above the town. By the opportune arrival of soldiers from Barbados they were driven back, but again assembled, and a fight ensued, in which the British were at first beaten, but finally, by aid of large reinforcements, the Caribs were defeated.

Thus the war went on with varying fortunes for a year and a half. At one time, having been driven from Orvia, a point on the north-east side of the island, the Caribs executed a masterly retreat over the volcano to the Caribbean coast and committed great ravages. A party sent against them there was defeated. In all their battles they showed consummate skill and great bravery, seizing upon the most advantageous positions, fortifying them, and holding them to the last.

DEFEAT OF THE CARIBS.

General Abercrombie was at last sent against them, with four thousand men, fresh from his capture of St. Lucia. He pushed the French and Caribs so hard that they were obliged to surrender. The French and colored officers and soldiers were released on parole, with the privilege of returning to their own island; but the

poor Caribs, thus abandoned, were allowed only unconditional surrender. Refusing these terms, most of them fled to the mountains, and in the dense forests found shelter for a long time, defeating several detachments of troops sent against them.

Deprived of crops and all provisions, such as a successful foray could obtain, they were gradually gathered in, by use of force and by the necessities of their situation, until of men, women, and children nearly five thousand were captured. These were removed to the small island, Balliceaux, off the coast of St. Vincent, deprived of canoes and arms, and kept there for months.

In 1797 they were all carried to the island of Ruatan, off the coast of British Honduras. In 1805 the few remaining Caribs were pardoned, and a tract of two hundred and fifty acres near Morne Ronde was granted them. Here the majority of the Indians have lived in peace ever since.

The chief products of St. Vincent are sugar, molasses, rum, arrowroot, cocoa, coffee, and cotton, but, like nearly all West India Islands, since the abolition of slavery its prosperity has steadily decreased. There are now less than two thousand white people here, and upward of forty thousand negroes and coolies. The whites are constantly decreasing. After the negro was freed he refused to work, and his place was filled by indentured Portuguese laborers from Madeira and the Azores. In 1846 two thousand four hundred came, and they proved a valuable acquisition to the island. In 1861 coolie immigration from India commenced.

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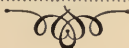
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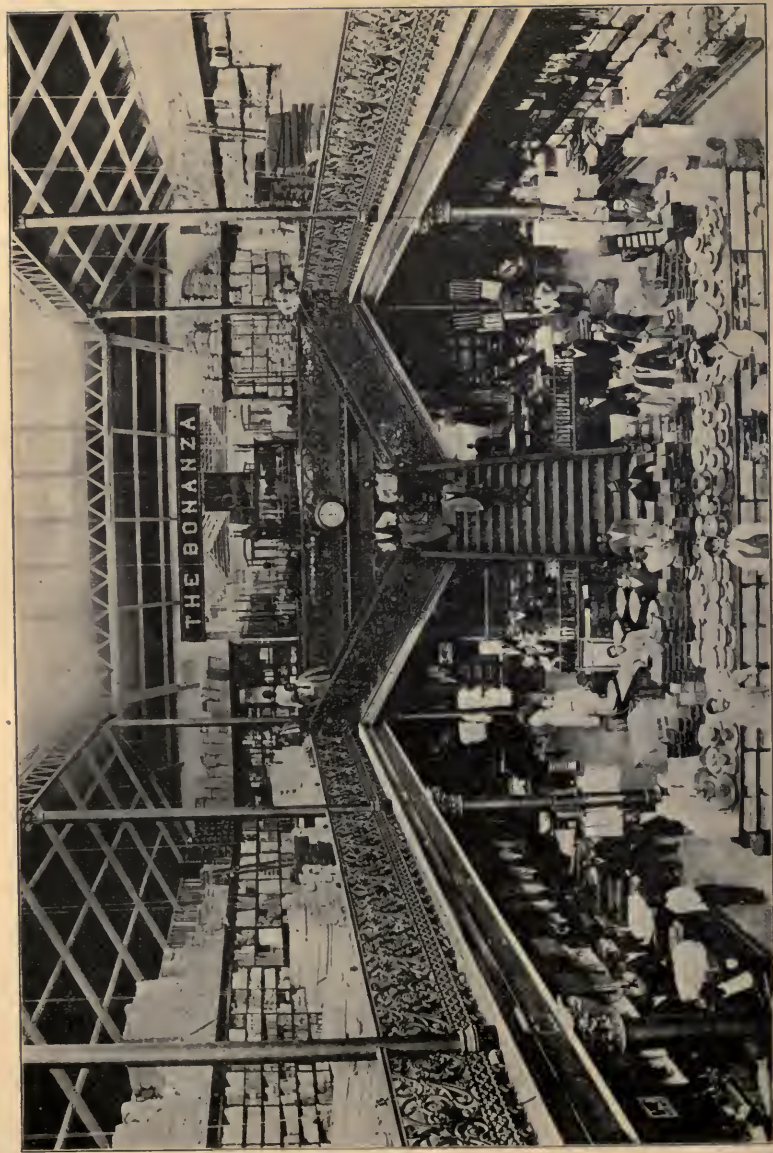
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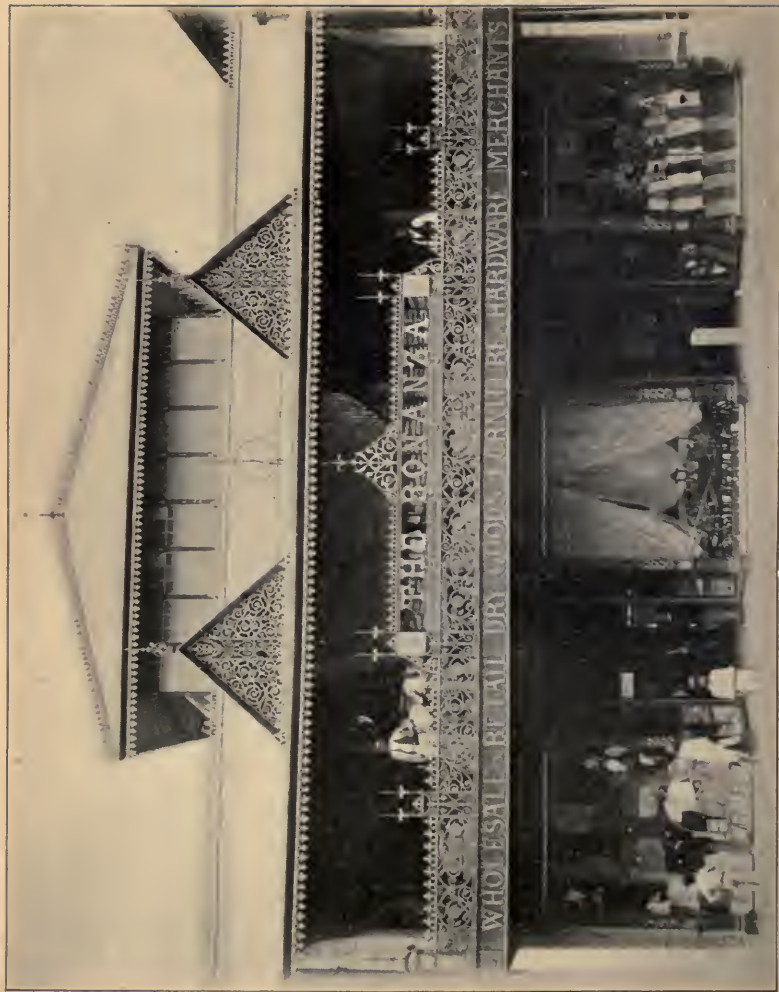
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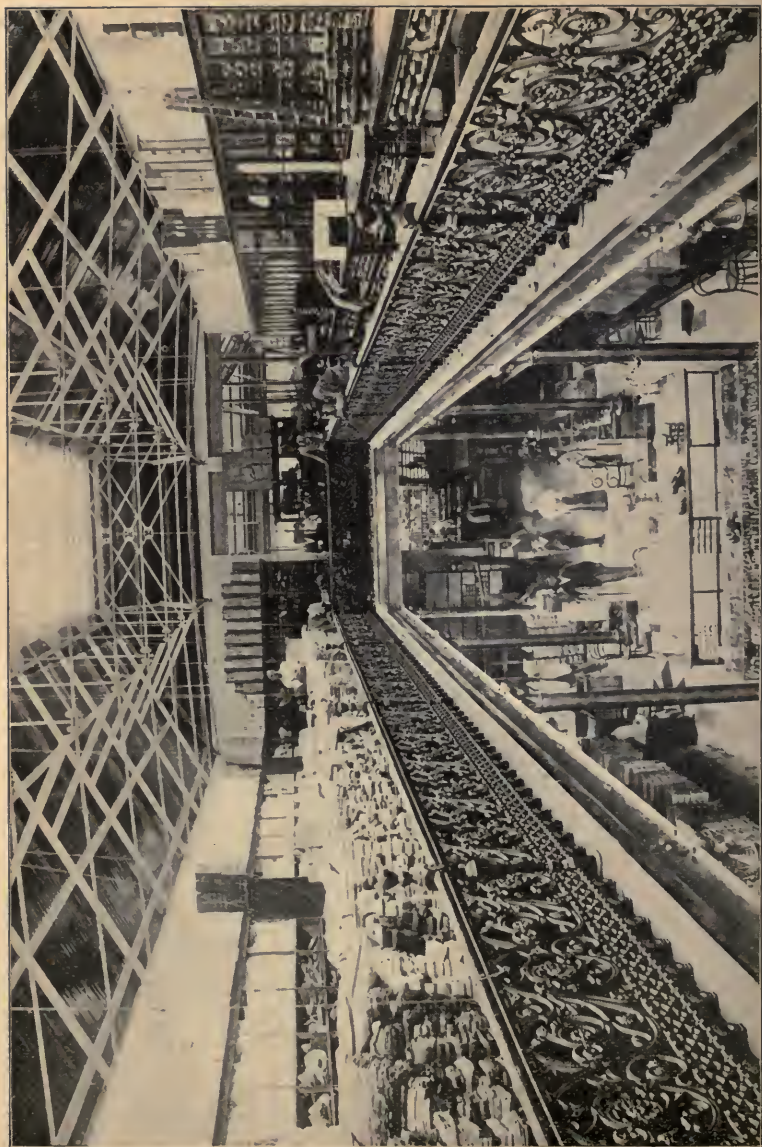
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